INTERSTATE 80 TRANSPORTATION CONCEPT REPORT

Prepared by:

Caltrans
District 3

JANUARY 2001

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APPROVAL RECOMMENDED:

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North Region environmental &
District 3 Planning Division Chief

Irene Itamura — 1/28/01

IRENE ITAMURA — DATE
District Director

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INTRODUCTION

BACKGROUND:

The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given state transportation corridor, and establishes a 20-year planning concept, a vision – of what that highway should look like at the end of the 20-year planning period and includes the improvements necessary to achieve this concept. In addition to the twenty-year concept, the TCR also looks at the ultimate transportation concept that examines the corridor needs beyond the twenty-year planning period. However, forecasting beyond a twenty-year period is difficult because of the potential for changes in land use zoning, unknown funding constraints and other variables. Therefore, any concept identified, as "ultimate" must be considered speculative and should be used cautiously.

The TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Planning Agencies, both on and off the system, within a given route corridor. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR, where appropriate, integrates the regional strategies, along with Caltrans strategies, and consolidates them into one corridor-specific document.

FORMAT:

The format for the TCR has changed from its previous fully narrative report format to a more concise database oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform allowing for easy computerized access to Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the Internet.

Included in this format is the California Natural Diversity Database (CNDDBS) information that identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Statement.

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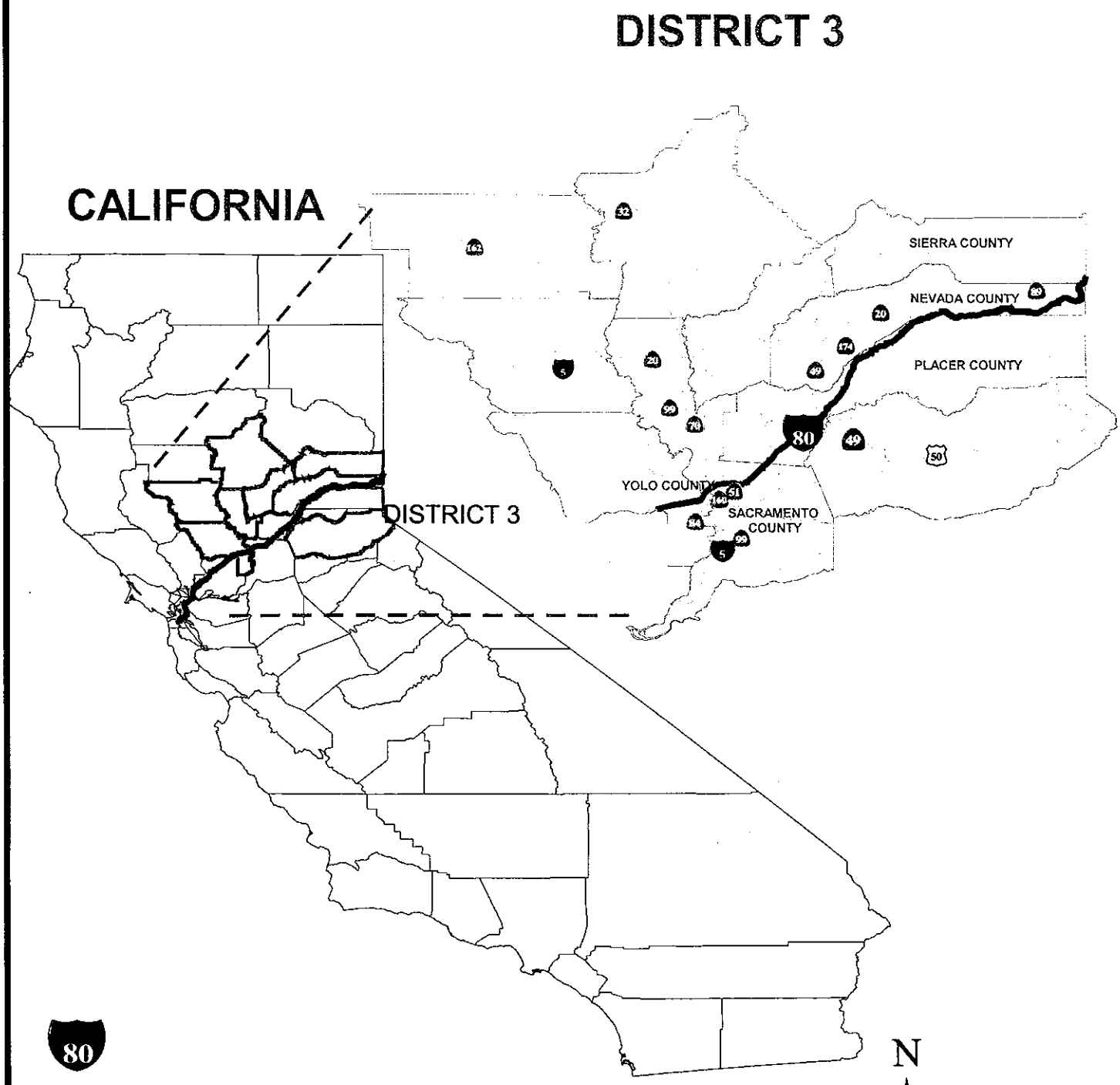
INTERSTATE 80

SEGMENT MAP



I-80 is a Transcontinental Highway streching from the San Francisco Bay area, through District 3 across the Unitied States to the I-80/I-95 junction on the East Coast

INTERSTATE 80
TRANSPORTATION CONCEPT REPORT SUMMARY

Table 1- Concept Summary

Segment /County	Post Kilometer	Postmile	2000 LOS	2020 No Build LOS	Concept LOS	Existing Facility	20-Year Concept Facility	Ultimate Facility
1-YOL	0.000/18.854	0.000/11.718	F	F	E	6 F	8 F HOV	8 F HOV
2-SAC	0.000/20.074	0.000/12.476	E	F	E	6 F	8 F HOV	8 F HOV
3-SAC	20.074/28.962	12.476/18.000	F	F	E	8 F	10 F HOV	10 F HOV
4-PLA	0.000/11.940	0.000/7.421	F	F	E	8/6 F	10/8 F HOV	10/8 F HOV
5-PLA	11.940/27.105	7.421/16.846	D	F	E	6 F	8 F HOV	8 F HOV
6-PLA	27.105/31.327	16.846/19.470	E	F	E	8/6 F	8/6 F	8/6 F
7-PLA	31.327/42.170	19.470/26.209	E	F	E	4 F	6 F	6 F
8-PLA NEV	42.170/111.423	26.209/69.250	E	F	E	4 F	6 F	6 F
9-NEV	0.000/51.139	0.000/31.783	D	F	E	4 F	6 F	6 F
10 -SIE	0.000/2.563	0.000/1.593	D	E	E	4 F	6 F	6 F

Facility Types: 6F = Six Lane Freeway, 8/6 F= Part Eight Lane Freeway, Part Six Lane Freeway, 8 F HOV = Eight Lane Freeway including a high occupancy vehicle lane

Transportation Concept Rationale

Interstate 80 (I-80), a primary transcontinental arterial, is a principal east/west route and a major axis in the movement of goods and services connecting the east coast of the United States with the Pacific Rim. In District 3, I-80 extends 132 miles (211 kilometers from the Yolo/Solano County Line to the California/Nevada State Line, passing through Yolo, Sacramento, Placer, Nevada and Sierra Counties.

The concept rationale for I-80 is based on providing the best possible level of service (LOS) to accommodate the high commute, interregional and recreational volumes and as well as high levels of truck freight traffic in and out the Pacific Rim. In the urban areas of Yolo, Sacramento, and Western Placer County, I-80 experiences high levels of urban congestion particularly South Placer County and Sacramento. The highest peak hour concept LOS that can be reasonably achieved within the urbanized area is "E". To provide this level of service, concept improvements such as the addition of HOV lanes, ramp metering, traffic operations system improvements, additional auxiliary lanes, expansion of transit (rubber tire and light rail), and transportation demand management (TDM) measures will be needed. Due to

anticipated growth, even with these proposed improvements, it will be difficult to maintain LOS E in the urban areas over the twenty-year period.

It should be noted, that although the concept may not call for widening I-80 to ten lanes at the present time, travel demand forecasts indicate the need to expand I-80 to 10 lanes throughout the Sacramento and western Placer County urbanized areas within the next 20 to 30 years. Therefore, future interchanges within these urbanized areas should be constructed to span ten lanes and sufficient right of way acquired to accommodate future demand.

East of the Sacramento urban area land use becomes more rural in nature. Under most circumstances the concept for routes passing through rural areas are given a concept LOS D. However, in view of the significant amount of growth proposed for the twenty year period and anticipated impacts to I-80, the highest LOS that can be reasonably provided over the planning period is LOS E. In order to maintain this LOS, it will be necessary to expand the facility to six lanes, replacing the Sierra College Boulevard and Horse Shoe Bar Road Interchanges. Through the town of Auburn, the expansion of I-80 may be precluded due to physical constraints within Auburn, such as the railroad structure, etc. The concept LOS through Auburn will remain E with alternatives such as a high capacity reliever route parallel to I-80.

Beyond Auburn, through Colfax, Truckee and the Sierra Nevadas, most of the segments of I-80 are currently experiencing delay due to the steep grades, accidents and severe winter weather conditions. Truck freight traffic along these segments is approximately 25%, and growing. Due to the strategic nature of I-80 and its importance to goods movement both in and out of the Pacific Rim, capacity and operational improvements, such as lane expansions, truck acceleration/deceleration lanes, will be necessary. A study is currently underway to identify specific improvements, in reasonable and fundable segments, needed to relieve congestion, particularly during the winter storm months. Although physical constraints along the route may preclude the full widening of the facility to six lanes, the improvements should provide for a LOS E over the twenty-year period. Therefore, LOS E will remain the concept until completion of the study. The concept facility will remain six lanes.

I-80 Corridor Investment Strategy Report:

The Sacramento Area Council of Governments (SACOG), the Placer County Transportation Planning Agency (PCTPA), and Caltrans have released a final Investment Strategy Report for the I-80 Corridor, which stretches from Davis in Yolo County, through Sacramento County to Colfax in Placer County.

The report identifies a multi-modal transportation strategy in the I-80 corridor, which includes state highways, local roadways, rail, light rail, bus and bicycle. The strategy includes predominantly short-term needs, (i.e., through 2010) however, longer-term

needs have also been recommended. Recommendations made by this adopted report have been included in this transportation concept report for the I-80 corridor.

Major projects recommended for funding by the year 2010 include:

- Adding high-occupancy vehicle lanes to I-80 between Longview Drive to the Sacramento Placer County Line with auxiliary lanes from Riverside Ave., to State Route 65.
- Adding a third lane connector from westbound I-80 to westbound Capital City Freeway (State Route 51;
- Double tracking the existing light rail system in specific locations, straightening Lumberjack curve, and adding LRT express service during peak periods;
- Increasing bus service in the corridor, promoting transit shuttle to job centers and increasing bus service to the Sacramento International Airport;
- Increasing the Capitol Corridor service to at least 12 round trips per day by 2010 as well as continuing to develop concepts for the Truckee-Reno extension;
- Incorporating final recommendations of the Caltrans truck study through the Sierra Nevada when appropriate;
- Adding destination signage and ensuring a continuous bike route paralleling I-80 throughout the corridor, and ensuring bicycle and pedestrian access through freeway interchanges is maintained;
- Continuing support of the local jurisdictions in prioritizing and funding bicycle projects according to the local bikeway master plans, general plans, etc.

I-80 Delta Team Corridor Improvement Plan (Caltrans)

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The focus of the Delta team is on the 80-mile section of Interstate 80 transportation between Roseville and the California/Nevada State Line. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges.

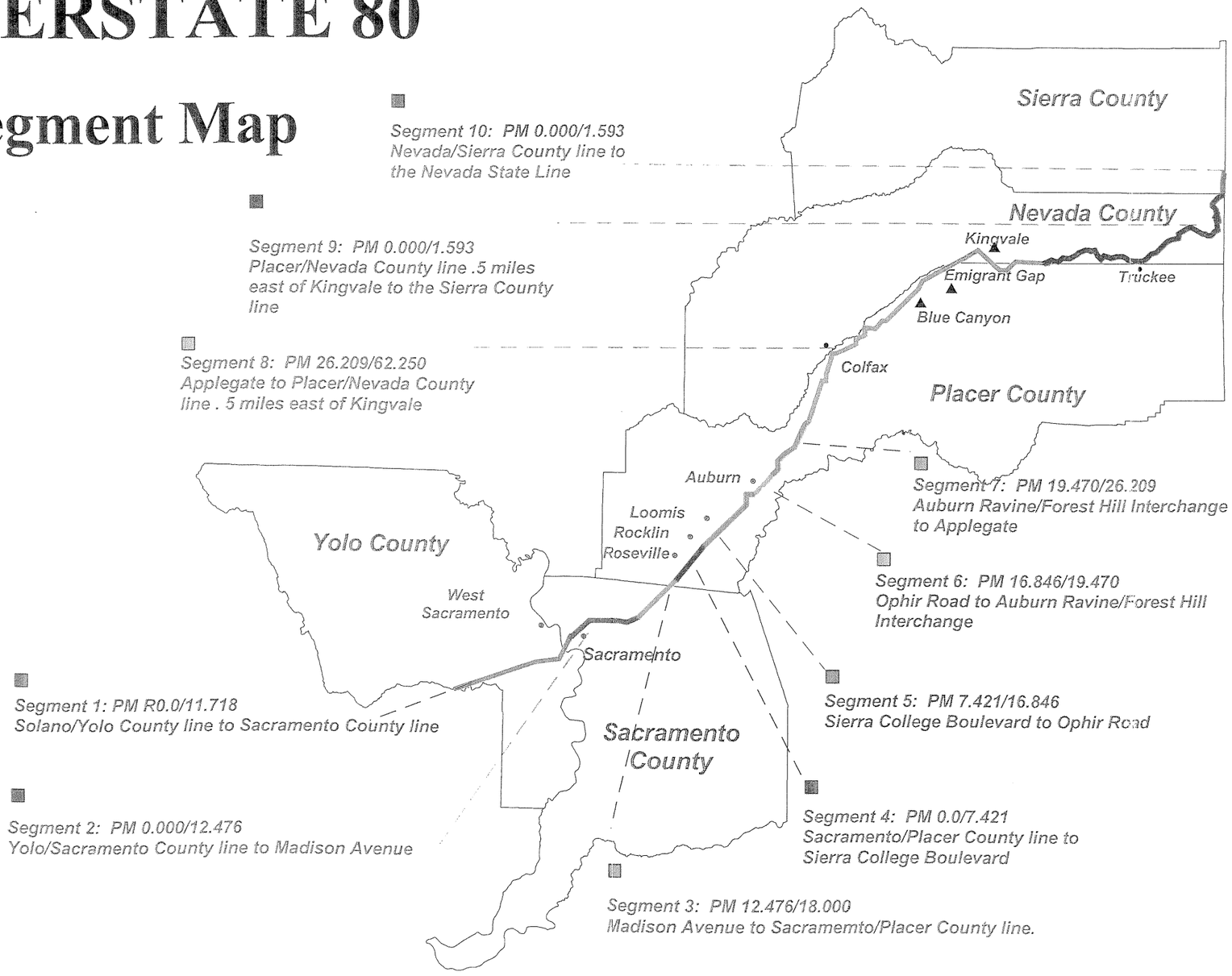
Rehabilitation of the first eleven mile section of I-80, from Roseville to Newcastle, was started in 1998 and included repair and resurfacing at a cost of $10 million. Completion of the rehabilitation of the remaining portion of I-80 is anticipated by the year 2006 pending adequate funding availability.

I-80 Summit Study:

District 3 is in the initial stages of a study of Interstate 80 (I-80) from Auburn to the California/Nevada State line. The study will address the causes and impacts of delay (existing and future) for recreational and truck freight and will develop alternative solutions that will yield the highest possible benefit to cost and rate of return on potential project investments.

INTERSTATE 80

Segment Map



Segment 10: PM 0.000/1.593
Nevada/Sierra County line to the Nevada State Line

Segment 9: PM 0.000/1.593
Placer/Nevada County line .5 miles east of Kingvale to the Sierra County line

Segment 8: PM 26.209/62.250
Applegate to Placer/Nevada County line . 5 miles east of Kingvale

Segment 7: PM 19.470/26.209
Auburn Ravine/Forest Hill Interchange to Applegate

Segment 6: PM 16.846/19.470
Ophir Road to Auburn Ravine/Forest Hill Interchange

Segment 5: PM 7.421/16.846
Sierra College Boulevard to Ophir Road

Segment 4: PM 0.0/7.421
Sacramento/Placer County line to Sierra College Boulevard

Segment 3: PM 12.476/18.000
Madison Avenue to Sacramemto/Placer County line.

Segment 2: PM 0.000/12.476
Yolo/Sacramento County line to Madison Avenue

Segment 1: PM R0.0/11.718
Solano/Yolo County line to Sacramento County line

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 18.854
DistanceKM: 18.854

SEGMENT: YOL 1

SOLANO/ YOLO COUNTY LINE TO THE SACRAMENTO COUNTY LINE

Ahead PM: 0.000
Back PM: 11.718
Miles: 11.718

Present Facility	6 lane freeway
Concept Facility	8 lane freeway (w/HOV lanes)
Ultimate Facility	8 lane freeway (w/HOV)

Levels of Service

Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Yolo County General Plan (June 1991)	E

Transportation Concept Improvements

Add two HOV lanes, one per direction.

I-80/Enterprise Boulevard Interchange

Widen from 2 to 4 lanes and modify ramps.

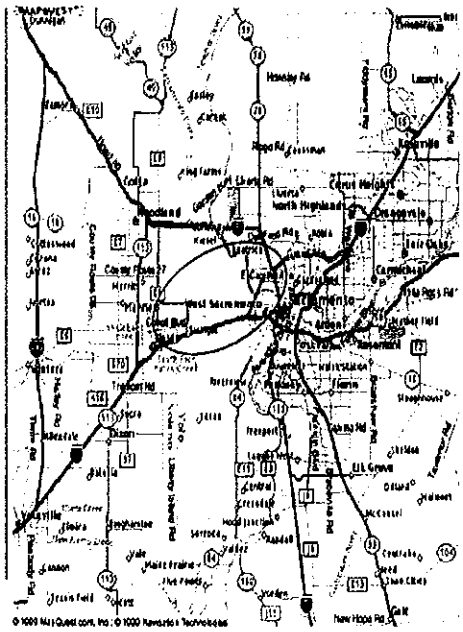
Widen ramps and install ramp meters at the I-80/Reed Interchange

Increase bus service in Yolo County on Routes 39, 40, 41, 42, 43, 230 231, 240.

Increase Yolobus service between Davis, Woodland, West Sacramento, downtown Sacramento and the airport to provide 1/2 hour service.

Implement Smart Corridor Technology where feasible.

Implement Traffic Operation System's (TOS) strategies such as highway advisory radio, changeable message signs, ramp metering, and closed circuit television camera.



Description - Rationale - General Comments

Segment 1 is a 6-lane freeway traversing west to east from the Solano/Yolo County line over the three mile causeway to U.S. 50/I-80 Separation. The cities of Davis and West Sacramento are located along this segment. High volumes of freight, interstate, interregional, commuter, and recreational traffic make up the traffic composition on this freeway segment between Davis and West Sacramento.

This segment currently operates at peak hour LOS E, with an average AADT of 135,700 By the year 2020, peak hour operation is expect to decline to LOS F with the AADT increasing to 212,500. By the end of the 20-year planning period, peak hour delay is estimated to be extended by 2 or more hours. This segment will require improvements within the 20-year period. Studies such as the ongoing I-80 Corridor Plan are an integral component to the future operation and effectiveness of I-80.

This segment of I-80 carries high truck volumes, approximately 10,000 to 15,000 per day. A direct influence on the high truck volumes is the industrial development that is enveloping the West Sacramento area consisting of truck distribution centers, approximately 110 truck terminals, as well as the Port of Sacramento. The Port of Sacramento has plans to expand its services, that could include deepening of the Sacramento Deep Water Channel to accommodate larger ships and the replacement of the existing slow, low-capacity forklift operation of transferring containerized cargo from trucks to ships with a more efficient, high-capaicty automated transfer system. These improvements, when implemented would increase the Port's capabilities, and with it, increases to truck traffic along this segment.

Project Study Reports(PSR):

A project study report for Traffic Operation System Improvements on I-80 from just west of the Yolo Causeway in Yolo County to the SR 244/I-80 Junction in Sacramento was completed by Caltrans on 4/23/99.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1999 SACOG MTP Proposed Options List	City of West Sacramento -widen ramps and install ramp meters at Reed Avenue IC $4.0 Million, completion 2005	**2000 SHOPP**	PM 6.4 Near West Sacramento, end of Yolo Causeway Bridge to the Sacramento River Overhead, rehabilitate roadway. Program year 03/04, $9.11 million
1999 SACOG MTP Proposed Options List (Caltrans)	Carpool Lanes from Richard's Boulevard in Davis to US 50/I-80 split in West Sacramento. $37.0 Million, 2010	**2000 SHOPP**	PM R11.3 Sacramento River Bridge #22-26L/R, rehabilitate bridge. Program year 03/04, $18.360 million.

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300
Sacramento, CA 95816 (916) 457-2264

Air Quality District Yolo/Solano Air Pollution Control District
1947 Galileo Ct. #103
Davis, CA 95616
Larry Green (916) 757-3650

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO	Severe	**OZONE:**	Non-attainment	**PM10:**	Attainment

Land Use

Land use along the more western portion of Segment 1, with the exception of Davis and West Sacramento, is predominantly agricultural with a mixture of low, medium, high density residential, a mixture of commercial land use and areas of greenbelt and parks and recreation. The University of California at Davis (UCD) campus lies within this segment. Land use in the City of Davis is predominantly residential with a high percentage of multifamily residential much of which is used for student housing. Land use in Davis also includes commercial and uses primarily located in the Davis central business district and strip commercial along I-80. As the segment nears the West Sacramento area, land use changes to commercial and industrial and includes truck distribution centers and the Port of Sacramento.

According to the SACOG 1995-2020 Housing and Population, & Employment Projections document, population and housing in Davis are expected to realize substantial growth over the next 20 years. The existing population of 61,965. is expected to increase to 82,237 by the year 2015 an increase of approximately 33%. Likewise, housing units are also expected to increase from the 1995 reported number of units, 22,369 to 31,399 by the year 2015, an increase of 40%.

West Sacramento is fast becoming a growth area for light industrial distribution facilities. Land usage near the State Route 84 Interchange at Reed Avenue consists mostly of trucking facilities. The City of West Sacramento has identified in its General Plan (May 1990) and in a list of major development projects, the following slated for redevelopment potential: Lighthouse Marina - to build 300 single family homes and 900 high density multifamily dwelling units; Raley's Landing - projected to create 600 high density multifamily dwelling units, office parking, and 428 room hotel; Triangle-RGA- projected to create 2,400 and 5,000 high density multifamily dwelling units; Port of Sacramento - on 9.4 acres, three service center and warehouse buildings; Various Subdivisions - approximately 4,000 additional single family residences; One Riverfront Plaza - plans for retail, restaurant and office space development; Palamidessi Bridge - new 6-lane bridge over barge canal opened July 1997 connecting Industrial Boulevard to Southport. Southport development proposals include 7000 acres, 12,500 new homes, and an increase of population projected at 33,000-40,000.

Modal options

Public Transit:
Yolobus (Yolo County Transportation District) serves Davis, Woodland, Winters, West Sacramento, and other smaller rural towns in Yolo County. With 13 fixed routes and a fleet of 28 buses, Yolobus serves commuters, intracity and intercity routes and also curb-to-curb paratransit services within Woodland and West Sacramento. Commute service is provided to Sacramento. Headways vary, but are about one (1) hour for local and intercity service. Yolobus offers connections in downtown Sacramento to the **Regional Transit (RT)** bus and light-rail system, which provides fixed-route service throughout the metropolitan Sacramento Area within Sacramento County (plus a few lines to Roseville). **Minitrans** serves rural Yolo County centering its service in Woodland. Although a fixed route service, Minitrans allows a certain flexibility depending on the age and disability of the riders. **Davis Community Transit** is a demand-response system operated by the City of Davis that provides door-to-door service to the general public, seniors, and individuals with disabilities. **Yolobus** provides service from Sacramento, Davis, and Woodland to the Sacramento International Airport.

Hours of Operation: Daily from 4:30 AM to 9:30 PM, every hour on the half hour.

Private
Paratransit, Inc. offers subscription and demand-responsive service within the Regional Transit District of Sacramento boundaries and in West Sacramento. **Other**
Sacramento International Airport, located approximately 12 miles north of West Sacramento, is the only regional provider of passenger and cargo air transportation services for the Sacramento area. **Western Greyhound Lines/Trailways, Inc. and Amador Stage Lines** provide service to various destinations with stations in Davis. **AMTRAK** currently operates with seven daily trips between Auburn, Roseville/Sacramento and Oakland/San Jose. In addition, connections can be made to other parts of California. Passenger trains include: The Coast Starlight (one round trip daily), the California Zephyr (one round trip daily) and the State-sponsored Capitols.
Park and Ride Lot:
I-80/Enterprise Interchange (PM 9.105).

Highway Log Right of Way Information

Average Median Width: 18.29 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 6

General Comments:

Future Right of Way Needs

With the exception of one small portion along this segment that narrows to 180' (PM 6.4), most of the Caltrans owned right of way spans a minimum width of 250'. This 250' width is sufficient to accommodate expansion to an eight lane freeway which is the concept facility for this segment of I-80. A minimum right of way width of 250' should be protected for future reconstruction or expansion of the mainline facility and interchanges. Interchange revisions or future new interchange construction should be designed to span a ten lane freeway or, an eight lane freeway plus auxiliary lanes.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	0	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	1	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	135,700	12,300	1.20	F
2010	174,080	15,800	1.45	F
2020	212,500	19,200	1.60	F

Traffic Analysis Comments

% Traffic Growth/Yr: 2%

Terrain: Level

Total Accident Rate vs Statewide Average: 62%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Land Use: AGR/SFR/COM

Peak Period Dir Split: 55%

Fatalities + Injuries Acc Rate vs Statewide Avg: 32%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Future 20-Year Land Use: IND/COM/SFR/AG

Daily Truck %: 12.7%

Peak Period Truck %: 9%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 20.074
DistanceKM: 20.074

SEGMENT: SAC 2

Yolo/ Sacramento County Line to Madison Avenue

Ahead PM: 0.000
Back PM: 12.476
Miles: 12.476

Present Facility	6 lane freeway to Watt Avenue, 10 lane freeway to Madison Avenue
Concept Facility	8 lane freeway to Watt Avenue, 12 lane freeway to Madison Avenue, (HOV)
Ultimate Facility	8 lane freeway to Watt Avenue, 12 lane freeway to Madison Avenue, (HOV)

Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Sacramento County General Plan (Dec. 93)	E

Transportation Concept Improvements

Add one HOV lane in each direction.

Widen and extend the westbound offramp at Northgate.

Improve the I-5/I-80 Interchange

Signalize off-ramps at West El Camino in both directions.

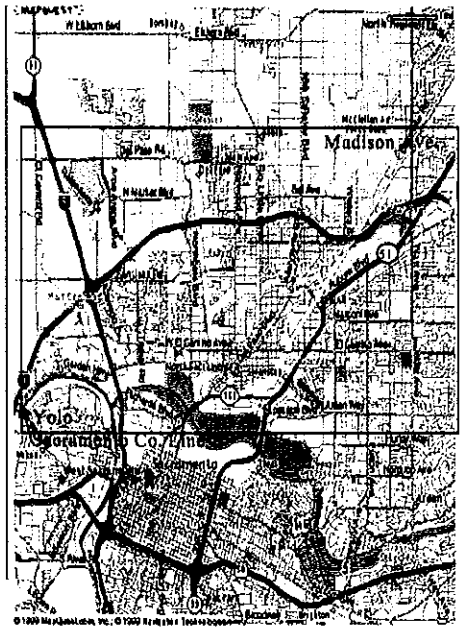
Add third lane to WB connector ramp from WB I-80 to WB SR 51

Promote development of park and ride lots

Construct pedestrian crossing and bus-to-LRT transfer facility at Swanston Station transit park-and-ride.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Implement TOS strategies such as ramp metering and closed circuit television camera.



Description - Rationale - General Comments

Segment 2 of I-80 is a 6-lane freeway to Watt Avenue, where it expands to 10 lanes to its terminus at Madison Avenue. State Route 51 (Capitol City Freeway) merges with Interstate 80 on this segment and contributes large volumes of metropolitan Sacramento commuter traffic, and eastbound recreation and truck traffic from areas south of Sacramento. Segment 2 passes through the developed areas of Carmichael, North Highlands, and Citrus Heights in Sacramento County.

Peak hour is currently operating at LOS F with an AADT of 118,800 By 2020, traffic is projected to increase to 216,900 AADT with extended periods of delay of up to two hours at LOS F. Extensive development proposals slated for this portion of I-80, combined with unknown future land use decisions, may make this 20-year AADT estimate conservative. In order to mitigate this congestion the additional capacity will be required. The addition of two HOV lanes (one per direction) along with TSM/TDM measures, and TOS strategies should provide for an acceptable level of service for the 20-year period. The addition of a westbound ramp connector from I-80 to State Route 51 will also be needed to assist the traffic movements diverging to SR 51 from I-80.

The connectors from Interstate 5 to Interstate 80 are experiencing operational problems, such as weaving conflicts, due to short radius loop ramps that weave in and out of a collector/distributor lane. This situation will need to be addressed in the future when funding is available.

Project Study Reports (PSR):

A PSR was completed 2/17/99 for the I-80/SR 51 Connector widening. Westbound I-80 is currently six lanes approaching the SR 51 connector offramp, with two lanes exiting to the connector and four lanes continuing on the mainline. The benefits would include reduced congestion and queue lengths by shortening the congested period and adding capacity to the connector bottleneck. The added lane allows for better utilization of the available capacity on mainline SR 51, providing an improvement in peak period operations. This is a 2000 STIP project.

Project Report (PR):

On September 14, 1999 a Project Report (PR) was completed by Caltrans for the construction HOV lanes in and near Sacramento from 0.2 mile north of the Del Paso Separation and Overhead to 0.4 mile west of the Riverside Overcrossing. (Segments 2 and 3).

In September of 2000 the Project Report was also completed by Caltrans for the I-80 to State Route 51 connector ramp widening.

Both projects are identified in the 2000 STIP for the 2002/2003 fiscal year.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

2000 SHOPP	PM. M10.0 Near Sacramento, Route 51 to Douglas Blvd.- ramp metering, Traffic System Management improvements. Program year 99/00, $4.0 million	1999 SACOG MTP Proposed Options List	Extend the existing WB offramp to Northgate Blvd. for safety, add auxiliary lane to westbound on-ramp, add a lane to EB offramp. $3.25 Million, completion 2015	1999 SACOG MTP Proposed Options List	Add third lane to I-80 connector to Route 51. $6.0 Million, completion 2002 Regional Transit - Double Tracking from Royal Oaks to Swanston (2010) $10.4M
2000 STIP	I-80 Connector to Rte 51 - Third lane. ITIP: $3,000 for R/W in 00/01 and 01/02, Const. 02/03 $1.406, $7.1 Million RTIP.	1999 SACOG MTP Proposed Options List	Construct Traffic Operation System (TOS) on I-80 from I-5 to Watt Avenue. $5.0 Million, completion date 2005City of Sacramento-Add auxiliary lane from Truxel Rd. to Northgate Blvd. $1.45 Million. completion date	1999 SACOG MTP Proposed Options List	Metering and surveillance system on I-80 from the SR 51/I-80 split to the Placer County Line. ($793,000 to be split with projects on SR 51 and I-80- Also includes a portion of Segment 3)

LOCAL PLANNING JURISDICTIONS

RTPA/MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300
Sacramento, CA 95816 (916) 457-2264

Air Quality District Sacramento Metropolitan Air Quality Management District (SMAQMD)
777 12th Street
Sacramento, CA 9814

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO	Severe	**OZONE:**	Moderate	**PM10:**	Moderate

Land Use

According to the Sacramento County General Plan, land use zoning along this segment consists primarily of low to medium residential uses to the south of I-80 and intensive industrial uses to the north.

Along the more western portion of this segment, I-80 passes through the North and South Natomas Areas. South Natomas has experienced significant population and housing growth impacting both I-80 and I-5. According to the SACOG 1995/2020 Housing, Population and Employment Projections document, in 1995 the population of South Natomas was approximately 37,959. By the year 2015, population is estimated to increase to 59,762, a 57% increase over a 20-year period. As with the population projections, growth is expected to increase substantially, i.e., 15,815 units in 1995 increasing to 38,848 by 2015, an increase of 146%.

In 1995, the population of North Natomas was approximately 670. Estimates indicate that by the year 2015, the population will increase to 37,959. Likewise, housing and employment are estimated to increase significantly over the 20-year period. There were approximately 281 housing units in 1995 in North Natomas. By the year 2015 housing units are estimated to increase to 14,503, a 506% increase. Employment in North Natomas will experience growth from the 3400 jobs in 1995 to 13,342 jobs projected by the year 2015. The North Natomas Community Plan's anticipated growth (plan horizon is about 23 years) expects the following to occur: Sports Complex - consisting or an arena and a stadium; Town Center - major mixed use activity center for the community, golf courses, lakes, and other open spaces will be developed. Six light rail stations are proposed in the plan.

As the segment approaches Watt Avenue it nears the McClellan Air Force Base, land use changes significantly to intensive residential and industrial. The McClellan Air Force Base (AFB) Main Installation is a large facility that lies near this segment. The base is accessed via the Watt Avenue Interchange and is served both by Interstate 80 and State Route 51 (Capitol City Freeway). McClellan has played an integral part in ground transportation circulation along this segment. If future decisions include expanded uses, additional impacts to I-80 could be realized.

As with all of I-80, land use plays a major role along this segment of I-80. The analysis and alternatives developed are based on on the land use data set found in the SACOG travel simulation model and the Sacramento County General Plan buildout. Future develop changes currently unforeseen that may occur within the 20-year period could significantly impact this portion of I-80 thereby limiting the benefit of the concept improvements identified above.

Modal options

Regional Transit (RT) operates a fixed route bus system throughout Sacramento. Bus lines operate every 30 minutes along this segment. There is a Regional Transit light-rail station to downtown Sacramento at Watt Avenue. RT also operates express bus service during peak periods, with some connections to LRT.

Private

Paratransit, Inc. offers subscription and demand responsive service within the Regional Transit District of Sacramento boundaries and in West Sacramento.

Western Greyhound Lines/Trailways, and Amador Stage Lines provide service to various destinations with stations in Sacramento.

AMTRAK currently operates with seven daily trips between Roseville/Sacramento and Oakland/San Jose. In addition, connections can

Amtrak Continued:
be made to various other parts of California. Plans are to expand the Capitol Corridor rail service from Sacramento to Davis, and on to the Bay area including track upgrades to speed service (6 daily rounds trips by 2000, 10 daily beyond the year 2015. Passenger trains include: The Coast **Starlight (one round trip daily), the California Zephyr (one round trip daily) and the State-sponsored Capitols.**

Other

Sacramento International Airport, located approximately 12 miles north of West Sacramento, is the only regional provider of passenger and cargo air transportation services for the Sacramento area.

Highway Log Right of Way Information

Average Median Width: 16.46 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 6

General Comments:

Future Right of Way Needs

With the exception of one small portion along this segment that narrows to 120' (PM 11.35 just west of Norris), most of the Caltrans owned right of way spans a minimum width of 240'. In many areas, the right of way widens to as much as 400'. A minimum right of way width of 250' should be protected for future reconstruction or expansion of the mainline facility and interchanges. Interchange revisions or future new interchange construction should be designed to span a minimum of 10 lanes (8 lanes plus auxiliaries) to Watt Avenue and 12 lanes through Madison Avenue.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	118,800	11,450	0.85	E
2010	167,850	16,200	1.20	F
2020	216,900	20,900	1.50	F

Traffic Analysis Comments

% Traffic Growth/Yr: 2%

Terrain: Level

Total Accident Rate vs Statewide Average: 59%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Land Use: AGR/SFR

Peak Period Dir Split: 65%

Fatalities + Injuries Acc Rate vs Statewide Avg: 20%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Future 20-Year Land Use: AGR/SFR/MFR/COM

Daily Truck %: 7%

Peak Period Truck %: 5%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 20.074
PKm Back: 28.962
DistanceKM: 8.888

SEGMENT: SAC 3

MADISON AVENUE TO SACRAMENTO/ PLACER COUNTY LINE

Ahead PM: 12.476
Back PM: 18.000
Miles: 5.524

Present Facility	8 lane freeway
Concept Facility	10 lane freeway with HOV
Ultimate Facility	10 lane freeway with HOV

Levels of Service

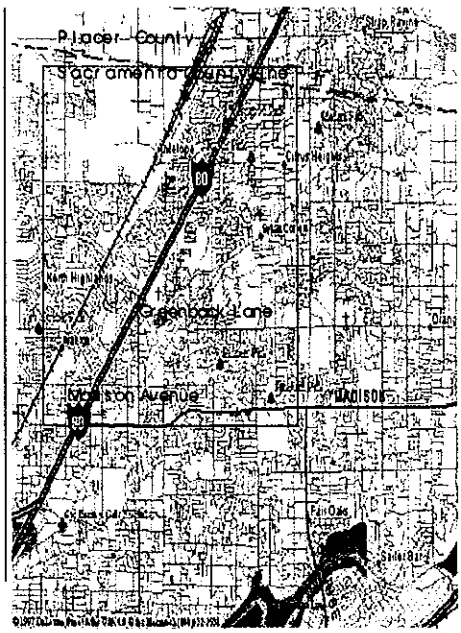
Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Sacramento County General Plan (Dec. 93)	E

Transportation Concept Improvements

- Add HOV Lanes, one in each direction Longview Drive to the Placer County Line.
- Add auxiliary lanes between Madison and Greenback.
- Construct or improve existing reliever arterials parallel to I-80 such as Roseville road.
- Revise Madison Interchange
- Revise Greenback Interchange
- Construct metering/surveillance system on I-80 from the Route 51/I-80 separation to the Placer County Line.
- Increase bus service in Sacramento County on Routes 84, 91, 100 through 107
- Destination signal along the route paralleling I-80 from Placer County to downtown Sacramento
- Fund a new bike/pedestrian bridge crossing I-80 just south of Madison Avenue to provide a east/ west connection.
- Implement Smart corridor technology where feasible.
- Support Light Rail Transit extensions eastward.



Description - Rationale - General Comments

Segment 3 is a 8-lane freeway that extends from the Madison Avenue Interchange eastward to the Sacramento/Placer County line. This segment currently experiences heavy traffic congestion at interchanges where traffic often backs up onto the freeway at three interchange off-ramps at Madison, Greenback, and Antelope Roads. Interchange modifications at Madison Avenue and Greenback Lane have been programmed in the 1998 and are currently in the Project Study Report process.

Peak hour is currently operating at LOS F with an AADT of 159,600. By 2020, traffic is projected to increase to 235,600 AADT with extended periods of delay. Improvements such as two HOV lanes, one per direction, and auxiliary lanes between Madison and Greenback will be required to mitigate the negative impacts caused by congestion.

Project Study Report(s) (PSR):

PSRs have been completed for improvements to two key interchanges along this segment at Madison Avenue and Greenback Lane. The Madison Avenue Interchange PSR was completed on February 25, 1998 and the Greenback Interchange was completed on October 20, 1997. Basically, the configuration of both interchanges will be retained, however modifications such as widening the overcrossings (lane additions) and ramps, ramp metering, and retaining walls, are included in the project. Both interchange projects are funded in the 2000 STIP.

Project Report (PR):

On September 14, 1999 a Project Report (PR) was completed by Caltrans for the construction HOV lanes in and near Sacramento from 0.2 mile north of the Del Paso Separation and Overhead to 0.4 mile west of the Riverside Overcrossing. (Segments 2 & 3).This is a 2000 STIP project, with construction scheduled for the 2002/2003 fiscal year. (Segment 2 and 3).

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

2000 SHOPP	From SR 51 to Douglas Blvd., ramp metering and TSM improvements. $4.0 Million, State Share $457,000, year 00/01 (TCR Segments 3 & 4)	**1998 SHOPP**	Metering and surveillance system on I-80 from the SR 51/I-80 split to the Placer County Line. ($793,000 to be split with projects on SR 51 and I-80- Also includes a portion of Segment 2)	**2000 STIP**	Madison Ave. Interchange: upgrade interchange. Program year R/W 99/00, const. 01/02. R/W $247,000 - const. $4.215 million
2000 STIP	Add HOV lanes from Longview to the Placer County Line. $28.305, completion 2003	**2000 STIP**	Greenback IC. Modify Interchange. Program year 99/00, $4.921 million I-80 Connector to	**2000 STIP**	Del Paso Park Overhead to Riverside Drive: Construct high occupancy vehicle lanes. Program year R/W 99/00 Const. 01/02, $28.305 million ($64,000 R/W)

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Sacramento Area Council of Governments (SACOG)
3000 S Street, STE 300
Sacramento, CA 95816 (916) 457-2264

Air Quality District Sacramento Metropolitan Air Quality Management District (SMAQMD)
777 12th Street
Sacramento, CA 9814 (916) 386-6183

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Sacramento Valley Air Basin

Federal Air Quality Non-Attainment Designations:

CO Severe **OZONE:** Not Classified **PM10:** Moderate

Land Use

The land use zoning along Segment 3 is predominantly low to medium density residential mixed with commercial and retail uses. Intensive industrial zoning occurs between Elkhorn Boulevard and Antelope Road.

This segment of I-80 passes through the developed areas of Carmichael, North Highlands, and Citrus Heights in Sacramento County. According to SACOG's "1995-2020 Housing, Population, & Employment Projections" Carmichael, North Highlands, and Citrus Heights will realize growth in population, housing and employment over the 20-year period of from 3 to 6 %. The Antelope area will realize the greatest amount of growth in housing, from 9,652 in 1995 to 16,359 units by the year 2015. This represents 70% increase in housing, with a 6% increase in population and a 7% increase in employment.

Modal options

Public
Regional Transit (RT) operates a fixed route bus system throughout Sacramento. Bus lines operate every 30 minutes along this segment connecting to the light-rail station off Watt Avenue. Regional Transit also operates an express bus service during peak period with some connection to the light rail transit system.
Private
Paratransit, Inc. offers subscription and demand-responsive service within the Regional Transit District of Sacramento boundaries and in West Sacramento.
Western Greyhound Lines/Trailways, Inc. and Amador Stage Lines provide service to various destinations with stations in Davis.
AMTRAK currently operates seven daily trips between Roseville/Sacramento and Oakland/San Jose. Connections can be made to various other parts of California.

Plans are to expand the Capitol Corridor rail service from Sacramento to Davis, and on to Bay area including track upgrades to speed service (6 daily rounds trips by 2000, 10 daily beyond the year 2015. Passenger trains include: The Coast Starlight (one round trip daily), the California Zephyr (one round trip daily) and the State-sponsored Capitols.

Other
Sacramento International Airport, located approximately 12 miles north of West Sacramento, is the only regional provider of passenger and cargo air transportation services for the Sacramento area.

Highway Log Right of Way Information

Average Median Width: 10.97 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 10

General Comments:

Median from PM 12.8-18.0 is in various meters.

Future Right of Way Needs

With the exception of one small portion along this segment that narrows to 240' (PM 17.9) just west of Norris. Most of the Caltrans owned right of way spans a minimum width of 280'. In many areas, the right of way widens to as much as 400'. A minimum right of way width of 250' should be protected for future reconstruction or expansion of the mainline facility and interchanges. Interchange revisions or future new interchange construction should be designed to span a minimum of 10 lanes.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	159,600	13,700	1.34	F
2010	197,600	16,900	1.60	F
2020	235,600	20,150	2.00	F

Traffic Analysis Comments

% Traffic Growth/Yr: 4%

Terrain: Level

Total Accident Rate vs Statewide Average: 74%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Land Use: SFR/MFR/COM

Peak Period Dir Split: 62%

Fatalities + Injuries Acc Rate vs Statewide Avg: 28%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Future 20-Year Land Use: SFR/MFR/COM

Daily Truck %: 6%

Peak Period Truck %: 4%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 0.000
PKm Back: 11.940
DistanceKM: 11.940

SEGMENT: PLA 4

Sacramento/ Placer County Line to Sierra College Boulevard

Ahead PM: 0.000
Back PM: 7.421
Miles: 7.421

Present Facility	8 lane freeway from PM 0.0/0.3; 6 lane freeway to Sierra College IC
Concept Facility	10 lane freeway from PM 0.0/0.3; 8 lane freeway (w/ HOV) to the I-80/SR 65 Junction,
Ultimate Facility	10 lane freeway from PM 0.0/0.3; 8 lane freeway to Sierra College Blvd. Includes HOV lanes

Levels of Service

Present LOS	F
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E
General Plan LOS Standard	
Placer County General Plan (Aug. 94)	D

Transportation Concept Improvements

Add HOV from the Sacramento/Placer County Line to the I-80/SR 65 Junction.

Consider expanding the HOV lanes the remainder of the segment within the 20-year period.

Develop new or expand existing high capacity arterials parallel to I-80.

Reconstruct the I-80/Douglas Boulevard interchange

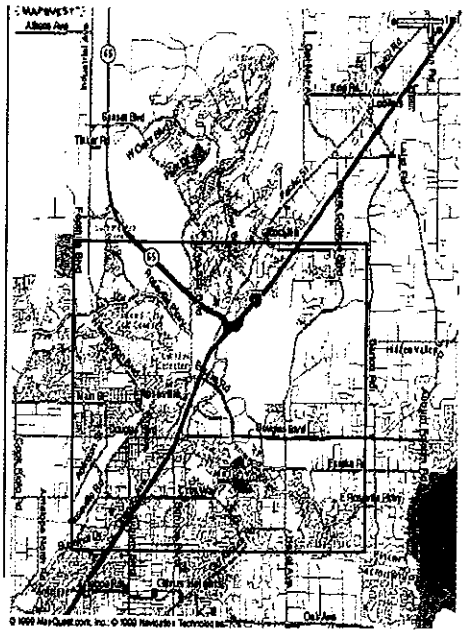
Reconstruct Sierra College Interchange

Add auxiliary lanes from Riverside to SR 65

Support plans for expansion of TDM strategies such as a trip-reduction program and ridesharing.

Implement TOS strategies such as ramp metering, closed circuit television camera, and changeable message signs.

New interchanges should be constructed to span at least 10 lanes to meet future forecasted demand.



Description - Rationale - General Comments

In Segment 4, the I-80 facility consists of an 8-lane freeway from the Placer County line extending east to the Riverside Avenue Interchange (PM 0.0/0.3). At Riverside Boulevard (PM 0.384) the facility narrows to 6 lanes to just west of Eureka Road, it then returns to 8 lanes up to the I-80/SR 65 junction (PM 4.160) and then transitions back to 6 lanes through to the end of the segment at the Sierra College Boulevard Interchange (PM 7.421). This segment serves the high growth area around Roseville and Rocklin, and carries high volumes of interstate and interregional traffic.

This segment of I-80 is currently operating at peak hour LOS F, with an AADT of 132,680. By 2020, traffic is projected to increase to 216,900 AADT (LOS F), with extended periods of delay of two to three hours. In order to provide an acceptable level of service for the 20-year period, improvements to both I-80 and the local road network will be necessary. Two HOV lanes should be constructed, one in each direction, in addition to local or state high capacity facility parallel to I-80. Beyond the 20-year period, traffic volumes may indicate the need for additional capacity above that identified as the concept. All future interchanges should be constructed to span a minimum of 10 lanes.

Placer County is proposing the construction of a high capacity arterial that would run parallel to I-80 from approximately State Route 65 in Placer County to State Route 99 in Sutter County. This arterial would act as a reliever to I-80 and add to the regional mobility. Placer County is in the early stages of initiating a study.

Based on the strategic location of Roseville, the need to maximize the benefits of the Union Pacific (UP)/Southern Pacific (SP) merger in 1997 and to increase rail capacity, UP is in the process of consolidating rail traffic in the Northern California area. Union Pacific recently made improvements to the Roseville rail yard which included: 1) High technology hydraulic retardation system which processes rail cars more consistently and with less freight damage, 2) Longer classification, receiving and department tracks which reduces the manpower requirements by decreasing the time spent handling cars, 3) New side-by-side design which allows various for classification, receiving and departure operations to be done simultaneously, and 4) Second main track to increase the throughput and speed of the operation of the trains. The Roseville yard serves as a major switching center as eastbound railcars and comotives are organized for the climb over the Sierra, and westbound railcars are redistributed for delivery to west coast destinations. The operation of the Roseville yard will have a positive effect on the operations of other rail yards across the UP system. The $67 million in track and signal improvements financed by Caltrans and Union Pacific permits for faster and more frequent train travel in the Capitol Corridor, as well as an extension of the Capitol service beyond Roseville to Colfax. The State has the right to operate up to 16 intercity and four commuter round trips daily on the railroad tracks.

Project Study Report(s) (PSR):

A project study report that examines alternatives of increasing capacity from the Placer County Line to Sierra College Boulevard is scheduled for 00/01 fiscal year with completion identified for June of 2001. Identified projects would be 2002 STIP candidates.

Delta Management Team

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

1998 STIP Approved May 2000	Roseville/Douglas IC, widen and revise OC, construct new IC. $8.690 Million, program years 01/02	**1999 SACOG MTP Proposed Options List**	I-80 Corridor Commuter Rail, rolling stock purchase. $22.0 Million, completion 2013 I-80 commuter rail track improvements. $2.5 Million, completion 2013	**1999 SACOG MTP Proposed Options List**	Caltrans - ramp metering at all IC's from Sacramento County line to Foresthill Road. $4.2102 Million, completion 2005
1999 SACOG MTP Proposed Options List	I-80 Corridor Commuter Rail. Construct commuter rail platforms in Loomis, New Castle and Bowman. $1.2 Million, completion 2013	**1999 SACOG MTP Proposed Options List**	City of Rocklin-Reconstruct Rocklin Road IC, reconstruct and landscape $14.0 Million, completion 2010		

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Ms. Celia McAdam
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Air Quality District Placer County Air Pollution Control District (APCO)
APCO, Richard Johnson
Dewitt Ctr. 11464 B Avenue
Auburn, CA 95603 (916) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Cos. & Sacramento Valley

Federal Air Quality Non-Attainment Designations:

CO Severe **OZONE:** Not Classified **PM10:** Not Classified

Land Use

This segment passes through the cities of Roseville and Rocklin. Land use zoning along most of this segment is designated as "urban" with medium to high density residential, commercial and industrial uses. There are 3,454 acres set aside for urban reserve. Stanford Ranch, which is a large development along this segment, has a mixture of light industrial, commercial, business-professional, public facilities, and parks and open space. The Sierra Community College campus is located along this segment. Future plans include developing the existing college with commercial uses located along both sides of Sierra College Boulevard and medium density residential along the northeast portion of the area.

According to SACOG's "1995-2020 Housing, Population, & Employment Projections" Roseville and Rocklin will realize a significant amount of growth over the next 20-year period. The population of Roseville in 1995 was 62,154. This number is expected to increase to 102,908 by the year 2015, an increase of 66%. Likewise, housing and employment is also projected to increase substantially, 70% and 84% respectively. As in Roseville, growth in Rocklin is expected to be significant. Rocklin's population in 1995 was identified as 27,354. By the year 2015, estimates indicate an increase of 31,290, an increase of 114 %. Population and employment statistics will also sustain high growth percentages. In 1995 housing and employment was estimated at 9,472 and 8,541 respectively will increase to 20,981 and 23,823 a change of 121% and 178%.

Projected employment growth in Roseville will occur both in the light industry and in the retail trade sector. The area around Hewlett Packard and NEC will will be part of an industrial fast track for new development which could have the potential to generate traffic. Manufacturing (primarily electronics) is expected to provide nearly one out of every four jobs in Placer County. Nonresidential projects recently completed include Roseville Golfland/Sunsplash, Sutter Roseville Hospital, United Artist Theater Complex, plus various other commercial usage. Nonresidential projects that are proposed and not yet constructed consists of restaurants, additional auto mall, office space, and manufacturing expansion. Continued high-density development will result in increased travel demand on an already heavily traveled metropolitan freeway system. In December 1996, the City of Roseville Planning Department projects land use development of approximately 3,101 single family units, 12.30 acres commercial development, and 28.10 acres parks/recreation. In addition, the following is a list of some of the proposed development along this segment: Hilton Garden Inn (152 rooms, Marriott Hotel (262 rooms), Extended Stay American Hotel (122 rooms), multiple new restaurant locations, Century Theaters, several churches, multiple office buildings, Hewlett Packard (10 acres). In January 1997, the City of Rocklin estimates that over 12,000 projects have been approved for single family residences to be built (Stanford Ranch, Clover Lakes, Sunset, etc.). Proposed commercial development for the Rocklin area includes retail commercial (104 acres), light commercial (150 acres), high school (45 acres), Oracle Corporation (35 acres), aggregate mine (264 acres), Walmart (15 acres), church (4 acres), golf range (15 acres) and various motel units (305 units).

Placer County Transit (PCT) Operated Service:
Roseville's Urban Shuttle (RUSH): operates two fixed bus service routes connecting Roseville with Sacramento Regional Transit station at Watt Avenue (see Segment 3) in Sacramento County. Hours of operation: Mon-Friday between 7:00 AM and 6:30 PM. The RUSH system connects to both Placer County Transit and Sacramento Regional Transit.
Granite Bay Shuttle: Provides four deviated fixed-route roundtrips every weekday from Roseville to Granite Bay Center. The service departs from Sierra Gardens Transfer Point at 9 AM, 10 AM, 2 PM and 3 PM. The route travels along Douglas Boulevard and Auburn/Folsom Road.
Auburn/Roseville Express: One of two routes that does not provide deviated service. Two buses provide service so that routes run hourly in each direction throughout the day. This route provides the earliest service, with the first westbound departure time from the Elder Transfer Center at 6 PM, arriving at the Roseville Sierra Gardens Transfer Point at 7:05 AM. The earliest eastbound department from Auburn Boulevard at Orlando is at 6:66 AM arriving at the elder Transfer Center at 7:45 AM. The main travel corridors are Lincoln Way, Taylor Road, Sierra College Boulevard, Rocklin road, Sunrise, Douglas Boulevard and Auburn Boulevard.
Rocklin Shuttle: provides deviated fixed-route service for the Rocklin Area offering 12 runs from 6:30 AM to 6:10 PM. The main travel corridors include Pacific Street, Third Street, Sunset Boulevard, Whitney Boulevard and Stanford Ranch Road.
Roseville Area Dial-A-Ride (RADAR) is a door-to-door service. Roseville Commuter Service is a fixed route service operated by the City of Roseville. Hours of operation: Mon-Friday between 6:00 AM and 6:45 PM. It provides commute service between Roseville and downtown Sacramento.
Roseville Transit Fixed Route Service: Includes 9 routes that serve two major hubs Monday through Friday (7 AM to 7 PM): the sierra Gardens Transfer Point on Sierra Gardens Drive near North Sunrise Avenue; and the Downtown Roseville Transfer Point at Washington Boulevard and Vernon Street near City Hall. A 3rd hub is planned at the new Roseville Galleria.
AMTRAK The Capitol Corridor Rail Service currently operates with daily trips between Roseville/Sacramento and Oakland/San Jose (with service links to Bay Area Rapid Transit (BART). In addition, connections can be made to various other parts of California.
Park and Ride Lots:

There are several park and ride locations along this segment located on: Orlando Road, Maidu Park, Saugstad Park, Atlantic Street, Taylor Road in the north side of I-80, Taylor Road at Eureka Road, and on the south side of Sierra College Boulevard

Highway Log Right of Way Information

Average Median Width: 6.71 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 6

General Comments:

Future Right of Way Needs

Right of way along this segment narrows down significantly to approximately 177'. The average right of way width is about 195' which doesn't allow for the extensive widening of I-80 along this segment. Interchange revisions or future new interchange construction should be designed to span a minimum of 10 lanes (10 lanes plus auxiliary lanes). It is critical that a right of way width of 220' be protected for future mainline expansion needs. The use of alternative strategies such as restriping in lieu of widening may need to be considered if it is not practical to purchase new right of way.

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	132,680	12,100	1.11	F
2010	167,850	16,200	1.32	F
2020	216,900	20,900	1.50	F

Traffic Analysis Comments

% Traffic Growth/Yr: 4%

Terrain: Level

Total Accident Rate vs Statewide Average: 30%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Land Use: SFR/MFR/COM

Peak Period Dir Split: 62%

Fatalities + Injuries Acc Rate vs Statewide Avg: 12%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Future 20-Year Land Use: SFR/MFR/COM

Daily Truck %: 6%

Peak Period Truck %: 4%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 11.940
PKm Back: 27.105
Distance KM: 15.165

SEGMENT: PLA 5
SIERRA COLLEGE BOULEVARD TO OPHIR ROAD

Ahead PM: 7.421
Back PM: 16.846
Miles: 9.425

Present Facility	6 lane freeway
Concept Facility	8 lane freeway
Ultimate Facility	8 lane freeway

Levels of Service

Present LOS	D
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Placer County General Plan (Aug 94)	D

Transportation Concept Improvements

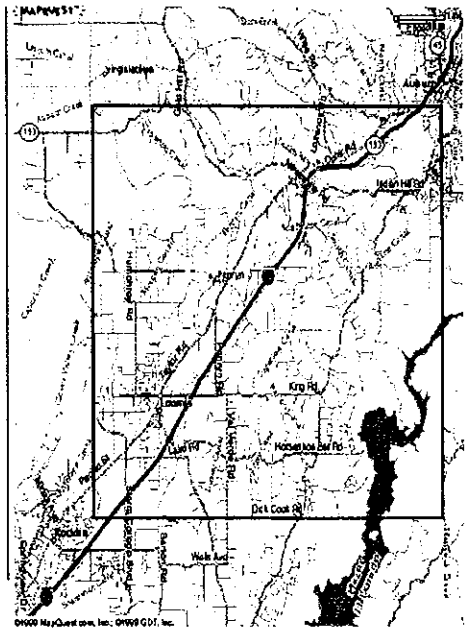
Add one lane, possibly HOV, in each direction from Sierra College Boulevard to just west of Auburn wherever feasible.

Add truck climbing lane or auxiliary lane between Penryn and SR 193.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Support plans for expansion of TSM and TDM strategies such as a trip-reduction program and ridesharing.

Implement TOS strategies such as ramp metering, changeable message signs, and highway advisory radio.



Description - Rationale - General Comments

Segment 5 is a 6-lane freeway extending from Sierra College Boulevard Interchange to the Auburn Ravine Interchange, through the communities of Loomis, Penryn and Newcastle. Segment 5 carries Auburn commute, local, long-haul commercial, recreational and Reno bound traffic.

Peak hour is currently operating at LOS D with an AADT of 85,600. By 2020, traffic is projected to increase to 169,200 AADT dropping the level of service to LOS "F". In order to continue to provide an acceptable level of service for the 20-year period, additional lanes, possibly HOV, should be added concurrent with congestion.

Several interchanges and overcrossings from Sierra College Boulevard east need to be raised to meet current vertical clearance standards for high profile trucks. Both the Sierra College Boulevard and Horseshoe Bar Road Interchanges are being considered for reconstruction. The PSR for the Sierra College Boulevard Interchange project was approved in November 1999 and is currently a regional choice project and possible candidate for the 2002 STIP.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

2000 SHOPP	PM 11.5 near Loomis at Penryn Rocks Springs Road, bridge rehabilitation. Program year 99/00, cost $ 2.1 Million	**1999 SACOG MTP Proposed Options List**	Caltrans -Widen existing Sierra College Blvd. IC from 2 to 4 lanes, including the on and offramp loops. $9.0 Million, completion 2010	**1999 SACOG MTP Proposed Options List**	Widen Horseshoe Bar Road overcrossing, widen overcrossing from 2 to 4 lanes and improve ramps. $11.0 Million, completion 2010
2000 STIP	Rocklin Road - Retrofit soundwalls, Rocklin Road to 0.6 mi. east. Construct sound walls (both directions). Program year: 98/99, cost: $1.58 Million	**1999 SACOG MTP Proposed Options List**	Raise overcrossings at 7 interchanges. $26.0 Million, completion 2010		

LOCAL PLANNING JURISDICTIONS

RTPA/MPO Ms. Celia McAdam
Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Air Quality District Placer County Air Pollution Control District
Dewitt Ctr. 11464 B Avenue
Auburn, CA 95603 (916) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Cos. & Sac Valley

Federal Air Quality Non-Attainment Designations:

CO Severe **OZONE:** Not Classified **PM10:** Not Classified

Land Use

Land use along this segment is zoned primarily rural residential (low to medium density) with some light commercial uses. The towns and Cities of Loomis, Penryn, Newcastle, and Ophir are located along this segment.

The SACOG "1995-2020 Housing, Population, & Employment Projections" document identifies growth projections for the Loomis and Auburn areas. The Loomis area (sphere of influence includes Penryn, Newcastle, Ophir, with Rocklin and Auburn as external boundaries) is forecast to realize most of the of growth in population, housing and employment. By the year 2015, Loomis is expected to realize and increase of 14,121 in population (99%), an increase of 4,686 housing units (93% increase) and an increase of 2,485 in employment (143% increase).

This proposed growth will result in significant impacts to I-80.

Modal options

Public

Placer County Transit (PCT) operated Loomis-Penryn Shuttle: offers a deviated fixed-route service periodically throughout the day. Service begins at 6:35 AM and ends at 4:10 PM. The routes major corridors are Rocklin road near Sierra College, Sierra Meadows, Pacific Street/Taylor Road, King Road and Penryn Road.

Private

AMTRAK The State-Sponsored Capitol Corridor Rail Service (CCRS): currently operates between Auburn, and Oakland/ San Jose. The Capitol Service provides seven round trips daily from San Jose/Oakland through Sacramento (with service lnks to the Bay Area Rapid Transit (BART). Connecting bus service exists between Sacramento and Reno and including Colfax. The passenger trains, the "Zephyr" and the "Starlight" each make one round trip per day. The Starlight goes from Los Angeles to Seattle. Both trains go through Roseville before turning north. Connection are also made to various other points in California. There is a Amtrak station in Loomis.

Park and Ride Lots:

Park and ride lots are located: 1) North side of Sierra College Boulevard interchange near Rocklin with 23 spaces available; 2) off Horseshoe Bar Road with 24 spaces available. 3) off the Penryn Road Interchange, 24 spaces available; 4) West side of Newcastle Road Interchange, 39 spaces available; 5) Intersections of Indian Hill Road and Newcastle Road, 27 spaces available; and 6) Lincoln/Ophir Road Interchange at the SR 193/80 junction.

Highway Log Right of Way Information

Average Median Width: 6.71 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 6

General Comments:

The median is only 22 ft. wide (6.71 m) to PM 11.4, the remainder of the segment has a 36-ft (10.97 meters) median.

Future Right of Way Needs

The average right of way width on this segment of I-80 spans approximately 210'. The right of way narrows to 190' on several portions of the segment and to 172' just west of the Auburn Ravine Undercrossing. Right of way should be protected for expansion to 8-lane freeway standards or 230'. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 10 lanes (8 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	85,600	8,400	0.82	D
2010	97,200	8,900	0.91	E
2020	169,200	15,400	1.45	F

Traffic Analysis Comments

% Traffic Growth/Yr: 4%

Land Use: SFR/MFR/COM

Future 20-Year Land Use: SFR/MFR/COM

Terrain: Rolling

Peak Period Dir Split: 63%

Daily Truck %: 8%

Total Accident Rate vs Statewide Average: 47%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Fatalities + Injuries Acc Rate vs Statewide Avg: 18%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Peak Period Truck %: 5%

STATE ROUTE 80 SEGMENT FACT SHEET

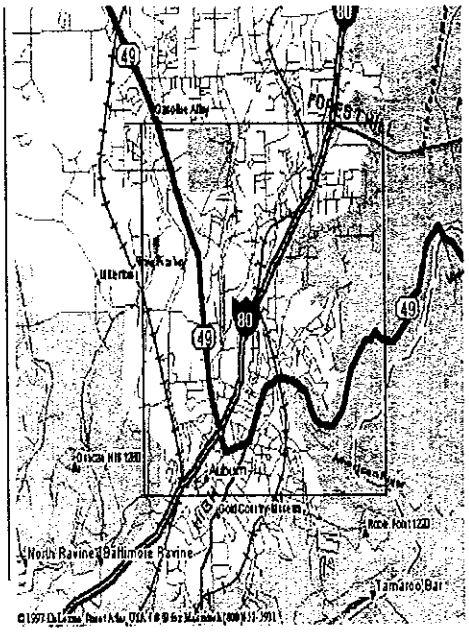
PKm Ahead:	27.105	**SEGMENT: PLA 6**	Ahead PM: 16.846
PKm Back:	31.327	Ophir Road To The Auburn Ravine/ Foresthill Interchange	Back PM: 19.470
DistanceKM:	4.222		Miles: 2.624

Transportation Concept Improvements

Present Facility	6 lane freeway
Concept Facility	6 lane freeway
Ultimate Facility	8 lane freeway

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Implement TOS strategies such as closed circuit television camera, ramp metering, changeable message signs, and highway advisory radio.



Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Placer County General Plan (Aug 94)	D

Description - Rationale - General Comments

Segment 6 is an 6-lane urban freeway, with an additional eastbound truck climbing lane extending nearly two miles over an uphill grade through developed areas in the City of Auburn to the Applegate Interchange. In Auburn, State Route 49 intersects with I-80, providing a major north-south route connecting the communities of Nevada City/Grass Valley to the Auburn area and to interstate travel.

Peak hour is currently operating at a LOS E with an AADT of 97,200. By 2020, traffic is projected to increase to 169,200 AADT with the level of service declining to "F". The close proximity to Auburns historical buildings and commercial development may preclude further widening beyond six lanes in this segment. Ramp metering, the use of parallel local arterials and diversion routes are recommended. It is not expected that the freeway can be widened to eight lanes through Auburn due to historical and environmental constraints.

I-80 Summit Study

District 3 is in the initial stages of conducting a corridor study of I-80 from Auburn to the Nevada State line to identify existing and future deficiencies to determine the areas of greatest need, to evaluate alternatives such as truck climbing lanes, acceleration/deceleration lanes and widening possibilities. The corridor study is estimated to be completed by August 2001.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

No programmed projects

1999 SACOG MTP Proposed Options List Placer County-improve the Auburn Ravine Road OC from 2 to 4 lanes. $2.0 Million, completion 2010

LOCAL PLANNING JURISDICTIONS

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Placer County Transportation Planning Agency
550 High Street, Suite 107
Auburn, CA 95603

Air Quality District Placer County Air Pollution Control District
Dewitt Ctr. 11464 B Avenue
Auburn, CA 95603 (916) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Cos. & Sac Valley

Federal Air Quality Non-Attainment Designations:

CO	Severe	**OZONE:**	Not Classified	**PM10:**	Not Classified

Land Use

Along Segment 6, land use zoning is predominantly residential. The Auburn community, located on rugged terrain, lies along this segment of I-80. The city limits in 1992 included 4,830 acres. Due to the city's terrain, over half of the area is vacant and undeveloped. Residential infilling will take place generally in low and moderate residential densities. According to SACOG's "1995-2020 Housing, Population, & Employment Projections", Auburn (sphere of influence includes North Loomis) will realize a significant amount of growth The 1995 population of 24,402 is projected to increase to 40,880 by the year 2015, an increase of 67 %. Likewise, the number of housing units and jobs are also project to increase. By the year 2015, the population of Auburn is expected to increase by 16,478 (67%) will adding 4,568 more jobs (31%).

Commercial uses in Auburn are concentrated in several major areas including: Downtown Auburn, Old Town and the Highway 49 corridor. Highway commercial uses exist at the edge of the Bowman area along I-80. New commercial developments are anticipated along Auburn Folsom Road and Highway 49, with gradual redevelopment in established commercial areas.

Auburn's industrial areas are generally concentrated adjacent to the railroad tracks along Borland Avenue, the Auburn Airport Industrial Park, Nevada Street, and Sacramento Street. Continued development is anticipated at the Auburn Airport Industrial Park, along Borland Avenue, and along Ophir Road in the southern area.

Public

Auburn Transit Weekday Route: provides a fixed route service within the City of Auburn with approximately 1-hour headways. The Blue and Red Routes operated Monday through Friday, except for major holidays, from 5:55 Am to 4:40 PM. The Blue Route travels counter clockwise around the central portion of the city. the loop follows High street east to Lincoln Way, turns west on Bowman Road, then to Auburn Ravine Road, traveling east on Elm Avenue to High Street, where it returns to elder Transfer Center. The Red Route does a loop similar to the Blue Route around the center of the city, but travels in a clockwise direction. The route diverges from the loop to serve the western area of the City, including the DMV, library and post office/social security building on Nevada Street. The route operates from 6:55 AM to 5:40 PM.
Auburn Transit Evening Service: This service is similar to the blue road, except that at the Town Center the route travels north on Highway 49 as far as Pack 'N' Save then it returns to Elder Transfer Center. The route also service Sutter Hospital and DeWitt on request. The service operates from %:55 PM to 7:41 PM.
Auburn Transit School Runs: Service is provided to students attending : Alta Vista School, Rock Creek School, and Skyridge School. In 1999, this service provided a total ridership of 299 one-way trips per week.
Placer County Transit (PCT) operates a combination fixed route/route deviation bus service to both the incorporated and incorporated areas.

Consolidated Transportation Services Agency (CTSA) is an independent nonprofit organization that provides transportation services to over 300 individuals within Placer County who are disabled or seniors.
AMTRAK The State-Sponsored Capitol Corridor Rail Service (CCRS): currently operates between Auburn, and Oakland/ San Jose. The Capitol Service provides seven round trips daily from San Jose/Oakland through Sacramento. Connecting bus service exists between Sacramento and Reno and including Colfax. The passenger trains, the "Zephyr" and the "Starlight" each make one round trip per day. The Starlight goes from Los Angeles to Seattle. Both trains go through Roseville before turning north. Connection are also made to various other points in California.
Park and ride lots: East side of Lincoln Way intersection (21 spaces), intersections of Bell Road and Bowman Road (21 spaces), intersections of Dry Creek Road, Bowman Road and Lake Arthur Road (9 spaces).

Highway Log Right of Way Information

Average Median Width: 10.97 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 6

General Comments:

Future Right of Way Needs

The average right of way width on this segment of I-80 spans approximately 230'. The right of way narrows to 190' just east of Ophir Road. Right of way should be protected for expansion to 8-lane freeway standards or 230'. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 10 lanes (8 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial - Interstate, Urban

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	97,200	8,900	0.91	E
2010	133,200	12,150	1.14	F
2020	169,200	15,400	1.45	F

Traffic Analysis Comments

% Traffic Growth/Yr: 5% **Land Use:** SFR/MFR/IND **Future 20-Year Land Use:** SFR/MFR/COM

Terrain: Rolling **Peak Period Dir Split:** 65% **Daily Truck %:** 12%

Total Accident Rate vs Statewide Average: 119%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Fatalities + Injuries Acc Rate vs Statewide Avg: 43%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Peak Period Truck %: 8%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 31.327
PKm Back: 42.170
DistanceKM: 10.843

SEGMENT: PLA 7

AUBURN RAVINE/ FORESTHILL INTERCHANGE TO APPLEGATE

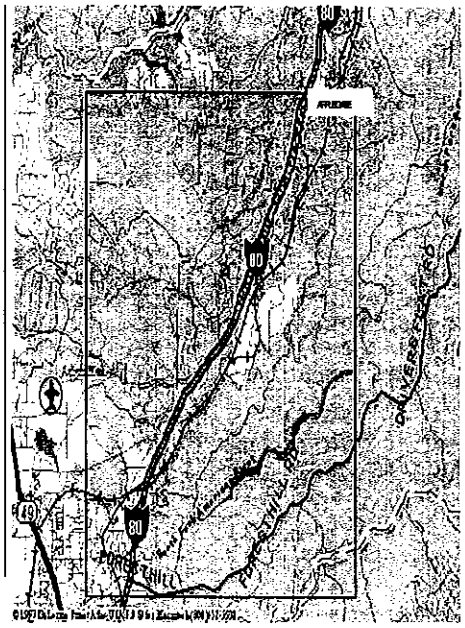
Ahead PM: 19.470
Back PM: 26.209
Miles: 6.739

Transportation Concept Improvements

Present Facility	6 lane freeway
Concept Facility	6 lane freeway
Ultimate Facility	6 lane freeway

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Implement TOS strategies such as closed circuit television camera, ramp metering, changeable message signs, highway advisory radio, and roadway weather information system.



Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Placer County General Plan (Aug 94)	D

Description - Rationale - General Comments

Segment 7 is a 6-lane freeway from north of Auburn to Applegate. The highway passes through roadside development near the City of Auburn, which becomes scattered as the route enters rural areas with wooded, rolling terrain. This segment of I-80 has a gentle upgrade on the eastbound direction which slows truck traffic.

Peak hour is currently operating at LOS D with an AADT of 37,100. By 2020, traffic is projected to increase to 58,100 AADT with the LOS dropping to "F" with demand exceeding capacity by 30%. As with the adjoining segments, this segment of I-80 consistently carries exceptionally high truck volumes, over 24%.

I-80 Summit Study

District 3 is in the initial stages of conducting a corridor study of I-80 from Auburn to the Nevada State line to identify existing and future deficiencies to determine the areas of greatest need, to evaluate alternatives such as truck climbing lanes, acceleration/deceleration lanes and widening possibilities. The corridor study is estimated to be completed by August 2001.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Ms. Celia McAdam
Placer County Transportation Planning Agency
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Auburn, CA 95603

Air Quality District Placer County Air Pollution Control District
APCO, Walter Arenstein
Dewitt Ctr. 11464 B Avenue
Auburn, CA 95603 (916) 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Lake Tahoe, Mountain Cos. & Sac Valley

Federal Air Quality Non-Attainment Designations:

C0 Severe **OZONE:** Not Classified **PM10:** Not Classified

Land Use

Land use in Segment 8 consists predominantly of rural residential in the small unincorporated communities of Magra, Monte Vista, Alta, Dutch Flat, and Baxter. Most of the remaining portion of this segment is open space and surrounded by national forest and other public lands.

Modal options

Private

AMTRAK The State-Sponsored Capitol Corridor Rail Service (CCRS): currently operates between Auburn, and Oakland/ San Jose. The Capitol Service provides seven round trips daily from San Jose/Oakland through Sacramento. Connecting bus service exists between Sacramento and Reno and including Colfax. The passenger trains, the "Zephyr" and the "Starlight" each make one round trip per day. The Starlight goes from Los Angeles to Seattle. Both trains go through Roseville before turning north. Connection are also made to various other points in California.

Greyhound Lines provide intrastate and interstate bus service along the I-80 corridor between Reno and San Francisco.

Park and Ride Lots:

A park and ride lot exists at the southside of Weimar Cross Road (PM 29.3) with 12 parking spaces available.

Another park and ride lot is located at the Bowman Interchange with 21 spaces available with 4 bike lockers.

Highway Log Right of Way Information

Average Median Width: 6.71 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 2.44 Meters **No. Lanes:** 4

General Comments:

Future Right of Way Needs

The average right of way width on this segment of I-80 spans approximately 240'. From Forrest Hill to approximately PM 20.1 the righ of way narrows down significantly 150', to 172' at PM 24.2 just east of Placer Hill Road and 170' at 27.7 just east of Applegate. Right of way should be protected for possible future expansion. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 8 lanes (6 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial Interstate, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	37,100	4,600	0.89	E
2010	47,600	5,850	1.10	F
2020	58,100	7,150	1.30	F

Traffic Analysis Comments

% Traffic Growth/Yr: 3%

Land Use: RES/FRST

Future 20-Year Land Use: RES/FRST

Terrain: Rolling

Peak Period Dir Split: 65%

Daily Truck %: 12%

Total Accident Rate vs Statewide Average: 85%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Fatalities + Injuries Acc Rate vs Statewide Avg: 30%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

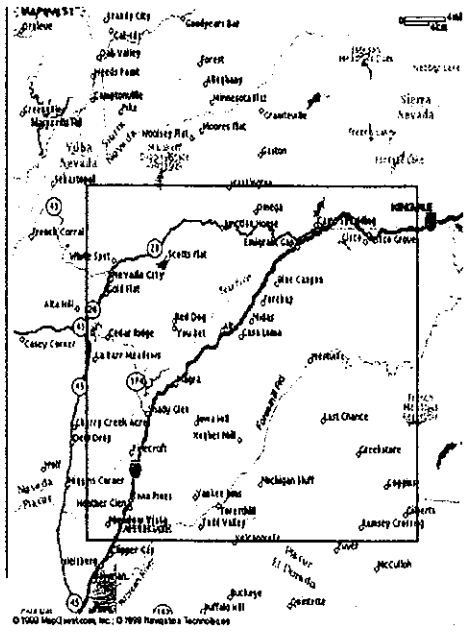
Peak Period Truck %: 8%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead:	42.170	**SEGMENT: NEV/PL 8**	Ahead PM: 26.209
PKm Back:	111.423	Applegate To the Placer/Nevada County Line, .5 miles East of Kingvale	Back PM: 69.250
DistanceKM:	69.253		Miles: 43.041

Transportation Concept Improvements

Present Facility	4 lane freeway	Add one lane per direction
Concept Facility	6 lane freeway	Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed. Implement TOS strategies such as changeable message signs and roadway weather information systems.
Ultimate Facility	6 lane freeway	Consider chain control and roadside improvements along this segment



Levels of Service

Present LOS	E
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E
General Plan LOS Standard	
Nevada County General Plan (Nov. 1995)	E

Description - Rationale - General Comments

Segment 8 is a 4 lane freeway from Applegate to the Nevada/ Placer County Line which is approximately .5 miles east of Kingvale. State Route 20, which intersects I-80 at PM 59.54 west, is a conventional 2-lane rural highway which connects I-80 to the Grass Valley, Nevada City area to the Marysville/Yuba City area. The portion of I-80 from the I-80/20 connection to the I-80/SR 89 connection is Federally designated as a Federal Scenic Byway. I-80 also intersects SR 174 at Colfax, PM 33.131.

This segment of I-80 is currently operating at peak period LOS D, with an AADT 34,000. However, during winter storm conditions the level of service declines significantly. By the year 2020, this portion of I-80 is expected to drop to LOS F with an expected AADT of 52,700. As with the adjoining segments, this segment of I-80 consistently carries exceptionally high truck volumes, over 25%. High trucking volumes, combined with long and steep grades, accident frequency, and difficult winter storm conditions severely limit the operation of the facility.

In order to sustain the route concept level of service "E", additional capacity in the form of an additional mixed-flow lanes or truck climbing lanes.

I-80 Summit Study

District 3 is in the initial stages of conducting a corridor study of I-80 from Auburn to the Nevada State line to identify existing and future deficiencies to determine the areas of greatest need, to evaluate alternatives such as truck climbing lanes, acceleration/deceleration lanes and widening possibilities. The corridor study is estimated to be completed by August 2001.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

2000 SHOPP	Nyack to Soda Springs, PCC overlay & ramp rehab. Program year: 00/99, $95 million,	**2000 SHOPP**	Gold Run Bridges, Monte Vista OC to Blue Canyon UC - replace bridges. Program year: 02/03 $15.710 million const. $225,000 ROW
2000 SHOPP	Near Colfax - Monte Vista Overcrossing To West Of Putts Lake UC, Improve Chain Control Area and Lights; Program Year 99/00, $776,000	**2000 SHOPP**	Near Colfax at Weimar OC, raise bridge. Program yr: 99/00. $1.358 Million,

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Nevada County Transportation Commission Nevada City, CA 95959 (916) 265-1440
Placer County Transportation Planning 550 High Street, No. 1079, Auburn, CA 95603

Air Quality District Northern Sierra AQMD 200 Litton Dr., Suite 320/ P.O. Box 2509, Grass Valley, CA 9594
Placer County Air Pollution Control District APCO, 889-7130

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Mountain Counties Air Basin

Federal Air Quality Non-Attainment Designations:

CO	Severe	**OZONE:**	Not Classified	**PM10:**	Not Classified

Land Use

This segment passes through the areas of Weimar, Colfax, Cisco Grove and Rainbow. Land use designations in Weimar are predominantly rural residential with some agricultural and commercial designations. Colfax is the largest city along this segment and is principally rural residential with urban uses in the town core and timberland designations to the east. The remaining towns and cities along this segment are mainly rural residential with some light commercial uses. The land use along this segment is predominantly timberland.

Modal options

Public:

The Colfax/Alta Shuttle: offers two round-trips per day (on Mondays, Wednesdays, and Fridays only) between the elder Transfer Center in Auburn and the Alta Store in Alta. It is essentially a checkpoint service, with guaranteed stops only at the elder Transfer Center, Colfax and Alta. The scheduled eastbound service leaves the Elder Transfer Center at 7:30 AM and 3:00 PM; westbound service from the Alta store is scheduled at 8:30 AM and 3:50 PM. Additional stops when needed, include Bowman, Christian Valley, Meadow Vista Post Office, Applegate, Weimar, Gold Run and Dutch Fla.

Capitol Corridor AMTRAK: Connector buses bring passengers to and from Reno with connections to the Auburn Station. Four daily round trips are provided.

Private

Greyhound Lines provide intrastate and interstate bus service along the I-80 corridor between Reno and San Francisco.

There is a rest area at the Gold Run offramp (PM 41.753).

Highway Log Right of Way Information

Average Median Width: 30.18 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 4

General Comments:

Future Right of Way Needs

From PM 26.2 to approximately PM 32.6, about 2 miles west of Colfax, the right of way averages about 230'. From PM 32.6 through PM 33.5, the right of way narrows significantly, to 140' to 170'. At PM 37.1, the right of way once again narrows substantially from 115' to 170'. Along this segment of I-80, right of way should be protected for expansion to 6-lane freeway standards or 160'. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 8 lanes (6 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial Interstate, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	34,000	4,600	0.89	E
2010	43,400	5,230	1.09	F
2020	52,700	6,360	1.38	F

Traffic Analysis Comments

% Traffic Growth/Yr: 3%

Land Use: FRST

Future 20-Year Land Use: FRST

Terrain: Mountainous

Peak Period Dir Split: 60%

Daily Truck %: 16%

Total Accident Rate vs Statewide Average: 203%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Fatalities + Injuries Acc Rate vs Statewide Avg: 102%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

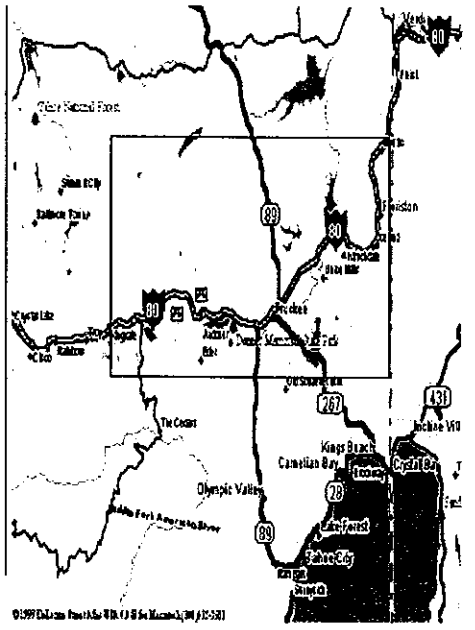
Peak Period Truck %: 11%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead: 0.000	**SEGMENT: NEV 9**	Ahead PM: 0.000
PKm Back: 51.139	Nevada County Line, .5 miles east of Kingvale To The	Back PM: 31.783
DistanceKM: 51.139	Nevada/ Sierra County Line	Miles: 31.783

Transportation Concept Improvements

Present Facility	4 lane freeway	Add one lane per direction Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.
Concept Facility	6 lane freeway	Implement TOS strategies such as changeable message signs, highway advisory radio, and closed circuit television camera.
Ultimate Facility	6 lane freeway	



Levels of Service

Present LOS	D
20-Year LOS No Build	F
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Nevada County General Plan (Nov. 1995)	**D**

Description - Rationale - General Comments

Segment 9 is a 4-lane freeway serving the north-central area of California from the Kingvale to the Nevada/Sierra County Line. A portion of this segment is Federal designated as a Federal Scenic Byway. This segment. passes through the Town of Truckee and intersects with State Route 89 at PM 14.16 and State Route 267 at PM 16.29. The Donner Summit rest area (PM 5.750) and the Donner Lake Interchange (PM 9.01) are located in this segment. There is an agricultural inspection station near the 6,000 foot Donner Lake area at PM 13.550.

During peak periods, with the exception of winter storm conditions, this segment operates at LOS C with an AADT of 29,500. By 2020, traffic is projected to increase to 51,300 AADT and decline to LOS F. Long steep grades in each direction run along Segments 7 through 9. Mountain weather conditions impact traffic operation, and increase accident frequencies, and level of services. Traffic accidents usually exceed the expected statewide average due to mountain weather conditions. Traffic is heaviest eastbound on Friday evenings along the trans-Sierra Nevada route. As with the other mountain segments, this segment of I-80 consistently carries exceptionally high truck volumes, approximately 22%. In order to sustain the route concept level of service "E", additional capacity in the form of an additional mixed-flow lanes or truck climbing lanes.

The Department of Food and Agriculture plans to construct a new Agriculture Inspection Station adjacent to the westbound lanes on Interstate 80 east of Truckee just west of the existing Truck Inspection Station. Their current schedule calls for having the plans complete and ready for construction by 2001. When the new station is operational, they will close the existing station.

A Project Study Report for the Truckee Bypass was completed February 10, 1989 and the project is currently under construction. The alignment begins at the existing I-80 westbound offramp to State Routes 89/267, then proceeds in an easterly direction to approximately 350 feet north of the end of the Truckee River Bridge and continues south passing under I-80 with a new interchange approximately 0.3 miles east of the existing 80/89/267 interchange. The alignment will then continue south, bypassing the town of Truckee, and tying back into existing State Route 267 south of Truckee at the Nevada/Placer County line. This project will include a short realignment of State Route 89 approximately 0.6 miles north of I-80 at the 89 Prosser Dam Road intersection and involves the removal of the eastbound offramp and eastbound onramp at the existing I-80/89/267 interchange. The facility is currently being constructed to two lane standards. When warranted, the facility will be upgraded to four-lane standards.

I-80 Summit Study

District 3 is in the initial stages of conducting a corridor study of I-80 from Auburn to the Nevada State line to identify existing and future deficiencies to determine the areas of greatest need, to evaluate alternatives such as truck climbing lanes, acceleration/deceleration lanes and widening possibilities. The corridor study is estimated to be completed by August 2001.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

2000 SHOPP PM 13.2 Near Truckee, Donner Park Overcrossing bridge replacement. Year: 00/01 Cost 3.135 Million

2000 SHOPP PM R. 5.6 Donner Roadside Rest Area, rehabilitate rest areas. Program year: 02/03, cost: $3.56 Million

LOCAL PLANNING JURISDICTIONS

RTPA/ MPO Nevada County Transportation Commission
Dan Landon, Executive Director
101 Providence Mine Road, Suite 102
Nevada City, CA 95959 (916) 265-1440

Air Quality District Northern Sierra Air Quality Management District
200 Litton Dr., Suite 320/ P.O. Box 2509
Grass Valley, CA 95945
Rod Hill (916) 274-9360

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Mountain Counties Air Basin

Federal Air Quality Non-Attainment Designations:

CO Severe **OZONE:** Not Classified **PM10:** Not Classified

Land Use

With the exception of the Town of Truckee, land use designation along Segment 9 is predominantly open forest land with low density residential, commercial, recreational and timberland uses. The area is rich in recreational activities - skiing being one of them. Several ski resorts are located along this segment.

The Town of Truckee is one of the three incorporated cities located in Nevada County representing 42.8 percent of the total incorporated area. The County of Nevada and the Town of Truckee are experiencing growth. Population varies seasonally for Truckee. January 1997, the population of Truckee was estimated at 12,200 with an anticipated growth rate of 2.5% by January 1998. This population estimate can be expected to expand by two or three times due to seasonal recreation, construction employment and intermittent occupancy of second homes. The recreational and tourist attractions found in and around Truckee form the basis of the economy of this area.

Modal options

Public

Truckee Trolley is a fixed route service which provides service from the Truckee shopping outlets along I-80 to North Star on State Route 267. Hours of operation: 7:00 AM - 6:00 PM. daily.
Dial-A-Ride, operated by Nevada County is a door to door service which services all riders, especially seniors and disabled. Hours of operation: 8:00 AM to 5:00 PM, Monday through Friday.

Private

Tahoe Taxi and Easy Cab provide taxi service.
Greyhound Lines provide intrastate and interstate bus service along the I-80 corridor between Reno and San Francisco.

Highway Log Right of Way Information

Average Median Width: 30.18 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 3.05 Meters **No. Lanes:** 4

General Comments:

Median width from PM 11.5 - 24.4 is 36 feet (10.97 meters)
Median width varies from PM 24.5 - 31.8.

Future Right of Way Needs

From PM 0.0 to 11.1, which is the end of the independent grade separated alignment, right of way width vary from approximately 180' to 220'. Right of way width decrease on the four-lane section of this segment averaging 130'. Along this segment of I-80, right of way should be protected for expansion to 6-lane freeway standards or 160'. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 8 lanes (6 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial Interstate, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	1	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	29,500	4,100	0.80	D
2010	40,400	5,620	0.92	E
2020	51,300	7,130	1.25	F

Traffic Analysis Comments

% Traffic Growth/Yr: 4%

Land Use: RES/COM/IND/REC

Future 20-Year Land Use: RES/COM/IND/REC

Terrain: Mountainous

Peak Period Dir Split: 58%

Daily Truck %: 11%

Total Accident Rate vs Statewide Average: 226%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Fatalities + Injuries Acc Rate vs Statewide Avg: 88%

Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

Peak Period Truck %: 7%

STATE ROUTE 80 SEGMENT FACT SHEET

PKm Ahead:	0.000	**SEGMENT: SIE 10**	Ahead PM: 0.000
PKm Back:	2.563	NEVADA/ SIERRA COUNTY LINE TO NEVADA STATE LINE	Back PM: 1.593
DistanceKM:	2.563		Miles: 1.593

Transportation Concept Improvements

Present Facility	4 lane freeway
Concept Facility	6 lane freeway
Ultimate Facility	6 lane freeway

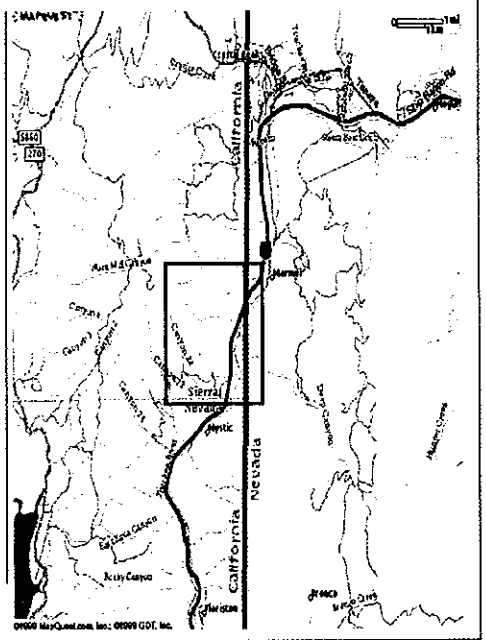
Add one lane per direction

Widen shoulders and median to current standards.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Study ways to improve winter chain control operations and expand roadside services.

Implement TOS strategies such as changeable message signs, roadway weather information system, and closed circuit television camera.



Levels of Service

Present LOS	D
20-Year LOS No Build	E
20-Year Concept LOS (Improved):	E

General Plan LOS Standard

Sierra County General Plan (1993)	D

Description - Rationale - General Comments

Segment 10 is a 4 lane divided freeway from the Nevada/Sierra County Line to the Nevada State Line. Terrain is rolling to flat and passing through forest land.

Currently operating at LOS D with an AADT of 24,300, this segment is expected to decline to LOS E by the year 2020 with an AADT of over 38,400. During winter storm activity, the LOS will drop significantly. Although this segment is expected to continue operating at an acceptable level of service, for consistency, upon completion of the widening along the preceding segments is complete, consideration should be given to widening this segment to six lanes. The need for this widening is not anticipated for at least 20 years.

I-80 Summit Study

District 3 is in the initial stages of conducting a corridor study of I-80 from Auburn to the Nevada State line to identify existing and future deficiencies to determine the areas of greatest need, to evaluate alternatives such as truck climbing lanes, acceleration/deceleration lanes and widening possibilities. The corridor study is estimated to be completed by August 2001.

Delta Management Team

Construction of Interstate 80 was completed in the late 1950's to early 1960's. The concrete pavement that was initially designed to last 20 years, has served the traveling public well beyond its life expectancy.

To accelerate the rehabilitation of the portion of I-80 and provide for a new 20-year pavement life, Caltrans North Region established the Delta Team, a corridor management team, to improve project development and delivery for the acceleration of the current District 3 10-year SHOPP. The rehabilitation work includes such projects as, roadway overlays with either asphalt or concrete, widening ramps and raising or replacing bridges. Please refer to Exhibit "B" for a listing of proposed projects relative to this segment.

Projects Programmed (RTIP/STIP/SHOPP)
Projects Listed in Local Long-Range Planning Documents

NO PROJECTS NOTED IN
PROGRAMMING
DOCUMENTS

LOCAL PLANNING JURISDICTIONS

RTPA/MPO Sierra County Planning Commission
Tim Beals, Executive Director
Courthouse Square
Downieville, CA 95936 (916) 289-3201

Air Quality District Northern Sierra Air Quality Management District
200 Litton Dr., Suite 320/P.O. Box 2509
Grass Valley, CA 95945
Rod Hill (916) 274-9360

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin: Mountain Counties Air Basin

Federal Air Quality Non-Attainment Designations:

CO Not Classified **OZONE:** Not Classified **PM10:** Not Classified

Land Use

Land use designations along this segment of I-80 is primarily forest land and open space.

Modal options

Private

Greyhound Lines provide intrastate and interstate bus service along the I-80 corridor between Reno and San Francisco.

Highway Log Right of Way Information

Average Median Width: 1.22 Meters **Average Lane Widths:** 3.66 Meters **Average Shoulder Widths:** 1.22 Meters **No. Lanes:** 4

General Comments:

Future Right of Way Needs

Right of way along this segment of I-80 averages about 90'. Right of way should be protected for the possible long-term expansion to 6-lane freeway standards or 160'. Interchange reconstruction or future new interchange construction should be designed to span a minimum of 8 lanes (6 lanes plus auxiliary lanes).

Functional Classification and Highway Designation

Functional Classification: Principal Arterial Interstate, Rural

NHS	1	0= Non NHS, 1= Interstate, 2= High Priority Route, 3 & 4 STRAHNET , 5= Other NHS, 6= High Priority & STRAHNET, 7= NHS Connector	**Freeway/ Expressway**	1	0= Non F&E, 1= F&E, 2= F&E Unconstructed
Scenic	0	0=Non Scenic, 1 =Officially Designated, 2= Eligible	**Nat'l Truck Network**	1	0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.
Life Line	1	0=Non Life Line, 1=Life Line Route	**IRRS**	0	0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst

Traffic Analysis and Highway Information

Year	AADT	PeakHourly Volumes	V/C Ratio	LOS
2000	24,300	3,000	0.62	D
2010	31,300	3,870	0.76	D
2020	38,400	4,740	0.82	E

Traffic Analysis Comments

% Traffic Growth/Yr: 3%

Land Use: FRST

Future 20-Year Land Use: FRST

Terrain: Rolling

Peak Period Dir Split: 65%

Daily Truck %: 16%

Total Accident Rate vs Statewide Average: 62%

Fatalities + Injuries Acc Rate vs Statewide Avg: 22%

Peak Period Truck %: 11%

Compares the total accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

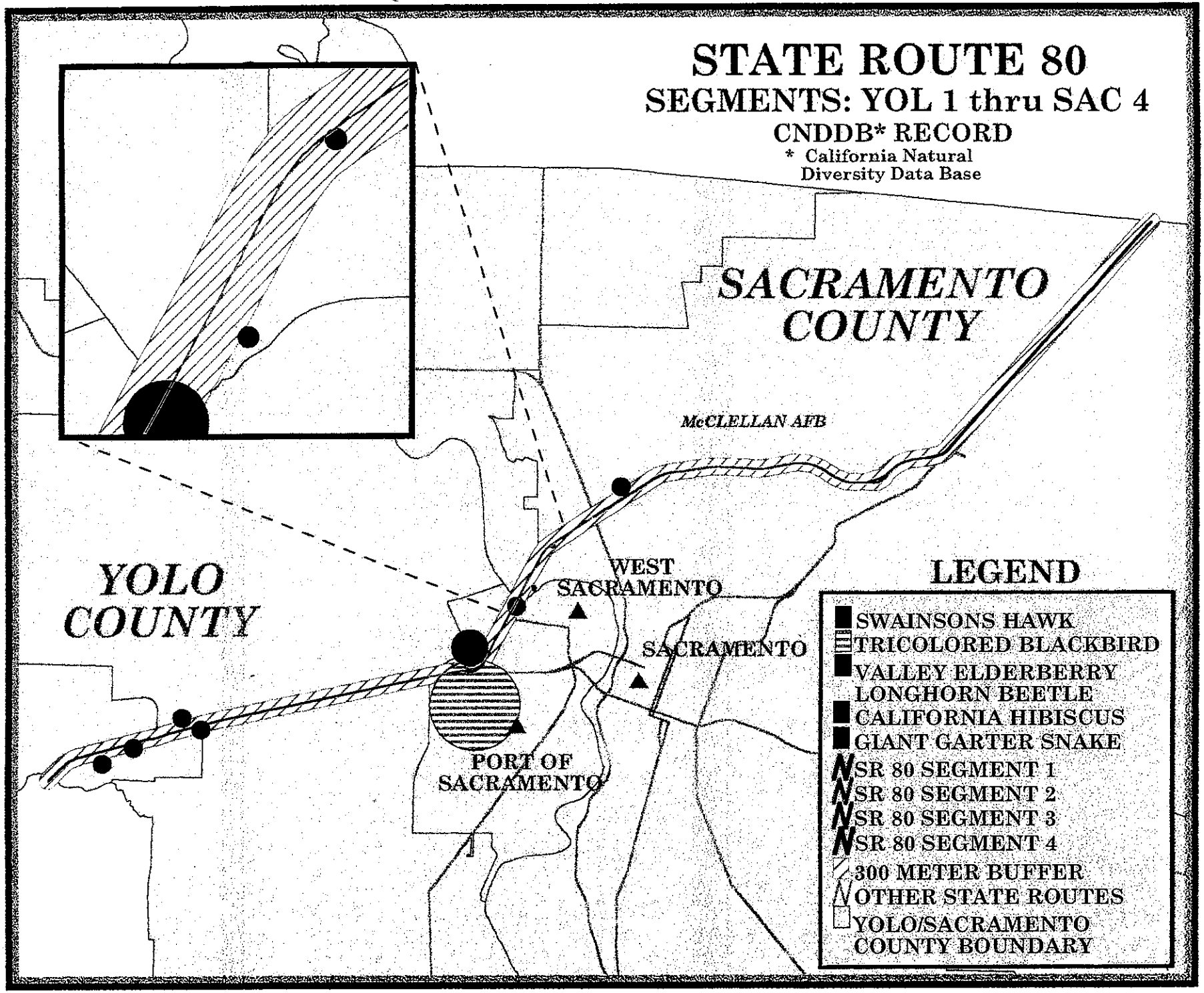
Compares the F + I accident rate to the statewide average for a facility of this type. Note: 100% is equal to statewide average.

EXHIBIT "A"

California Natural Diversity Database Information (CNDDBS)

The following pages identify the special status of habitats and species found within 300 meters of the centerline of the State Highway, by segment.

Please note: This CNDDBS information does not represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as, an Environmental Impact Report or Statement.


STATE ROUTE 80
SEGMENTS: YOL 1 thru SAC 4
CNDDB* RECORD
* California Natural Diversity Data Base
SACRAMENTO COUNTY
McCLELLAN AFB
YOLO COUNTY
WEST SACRAMENTO
SACRAMENTO
PORT OF SACRAMENTO
LEGEND
SWAINSONS HAWK
TRICOLORED BLACKBIRD
VALLEY ELDERBERRY LONGHORN BEETLE
CALIFORNIA HIBISCUS
GIANT GARTER SNAKE
SR 80 SEGMENT 1
SR 80 SEGMENT 2
SR 80 SEGMENT 3
SR 80 SEGMENT 4
300 METER BUFFER
OTHER STATE ROUTES
YOLO/SACRAMENTO COUNTY BOUNDARY

INTERSTATE 80

SEGMENTS: PLA 4 thru SIE 10

CNDDB* RECORD

* California Natural Diversity Data Base

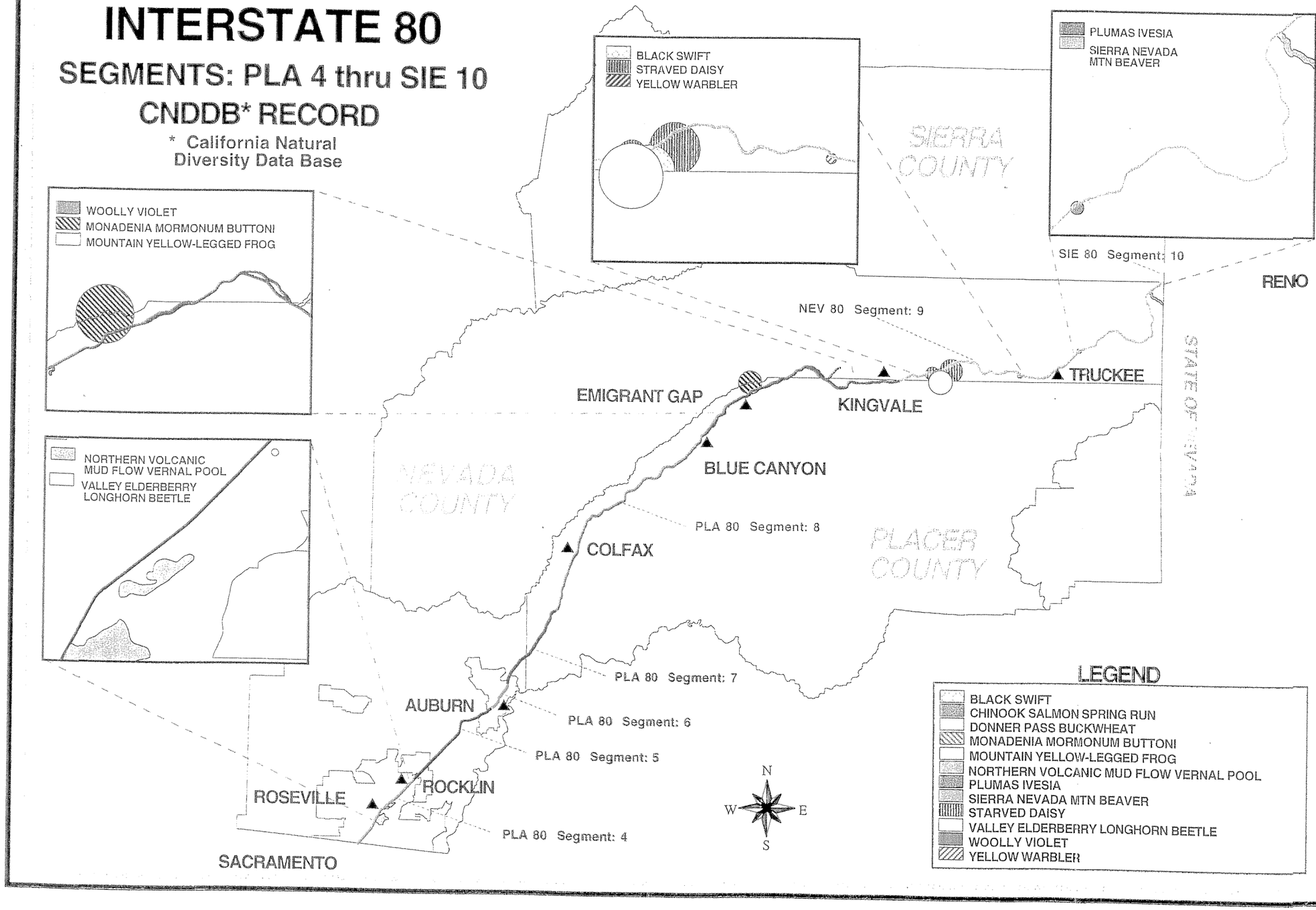


EXHIBIT "B"

Proposed I-80 Delta Team Projects

Note: The following projects have been identified as needed, but have not received financial commitment.

EXHIBIT "B"

Proposed I-80 Delta Team Projects

Note: The following projects have been identified as needed, but have not received financial commitment.

DESCRIPTION	COUNTY	POSTMILES	PROGRAM TYPE/ANTICIPATED DELIVERY YR* IF AVAILABLE
AC Overlay and Ramp Rehabilitation in and near Auburn from SR 193 to .2 Mi. East of SR174 (portions)	Placer	14.3/33	SHOPP-00/01
Truckee Trout Creek Bridge, PCC/Concrete Barrier/Drainage	Nevada	14.1/15.5	SHOPP-00/01
Donner, PCC Overlay & Ramp Rehabilitation	Nevada	R002.5/15.5	SHOPP-01/02
Monte Vista to Blue Canyon/Gold Run Bridge.	Placer	043.1/53.6	SHOPP-02/03
Donner Summit, Rehabilitate Rest Area	Placer	54.5	SHOPP-02/03
Gold Run Roadside Rest Area, Rehabilitate rest area	Placer	41.5/42.0	SHOPP-04/05
Rainbow five bridge overlays with approach slabs, possible bridge rail replacements on four bridges (exposed aggregate on railings, rebar may be exposed). PCC overlay with 12' ft. shoulders. Traffic electrical includes Fiber optics.	Placer	66.3/69.2	SHOPP-04/05
Auburn Bridges, Overlay Decks & Replace Slabs	Placer	6.0/20.7	SHOPP-04/05
Acid Flat, widen shoulders, replace bridge, replace crib walls.	Nevada	28.0/28.5, 29.4	SHOPP-05/06
Rehab Structures, Sierra College Br#19-95	Placer	7.3/7.5	SHOPP-05/06
Emigrant Gap Safety Roadside Rest Area	Placer	60	SHOPP-05/06
Raise Structures - King Rd OC to Newcastle Rd OC	Placer	9.5/14	SHOPP-06/07
Raise Structures, Horseshoe Bar & Brace Rd OC	Placer	8.0/8.9	SHOPP-06/07
SR 174 to Soda Springs, Rehab Culverts	Placer	14.3/69.8, 0/R5.7	SHOPP-06/07
New Truckee Safety Roadside Rest	Nevada	14.8	SHOPP-06/07
Weimar/New England, Replace Bridges	Placer	28.6/29.7	SHOPP-07/08
Nyack - replace bridge, median barrier, vista point., improve curve	Placer	54.0/56.1	SHOPP-07/08
West Boca drainage	Nevada	17.3/20.3	SHOPP-08/09

Continued:

EXHIBIT "B"

Proposed I-80 Delta Team Projects

Note: The following projects have been identified as needed, but have not received financial commitment.

Description	County	Postmiles	Program Type/ Anticipated Delivery Year* If Available
FARAD, Widen Shoulders and PCC overlay	NEV-80	28.4/29.8	SHOPP-08/09
County Line Hill, PCC Overlay/Widen/ Rehabilitation	NEV-80	29.7/31.8, Sie 00./1.6	SHOPP-08/09
Colfax Narrows, Widen shoulders, Add E/B Truck Lane	Placer	35.1/39.0	SHOPP-10/11
Colfax, A/C Overlay and widen shoulders	Placer	33.3/35.2	SHOPP-10/11
Boca Drainage, from Soda Springs OC to Nevada State line, various, rehabilitate culverts	Nevada	20.3/23.3	SHOPP-10/11
Truckee Fiber Optics	Nevada	15.5/17.3	SHOPP/Minor
Truckee/Various Loc, Extend Chain Control Area	Nevada	16.4/17.3	SHOPP/Minor
HOV Lanes	Sacramento/ Placer	17.6/18.0,0.0/ 5.1	STIP 00/01
Kingvale, Construct Lanes W/B	Nevada	02.0/R02.4	STIP
Kingvale Satellite OPs Center	Nevada	At Kingvale Maintenance Station	Minor
Donner Landscape/ Environmental Mitigation.	Nevada	R5.6/R9.1	SHOPP
Truckee Drainage	Nevada	R9.1/17.3	SHOPP
Floriston Drainage, drainage upgrade and truck climbing lane	Nevada	23.3/28.1	SHOPP
Anti Icing Sys. At Yuba Pass Bridge	Nevada	59.4	SHOPP
Emigrant Gap, PCC Overlay/Ramp Rehabilitation	Placer	56.0/66.0	SHOPP
Between Alta Rd and Towle, Truck Climbing Lane	Placer	44.0/49.0	SHOPP
Union Mills, Widen Bridge	Nevada	20.2/22.5	SHOPP
Kingvale/Soda Springs, Replace Bridge & Overlay	Nevada	69.1/69.8,0/R2 .6	SHOPP
Anti Icing System. Various locations	Nevada	Various	SHOPP

EXHIBIT "C"

GLOSSARY OF ABBREVIATIONS AND TERMS

GLOSSARY OF ABREBVIATIONS & TERMS

AADT: (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

AIR QUALITY NON-ATTAINMENT: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

AQMD: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

BCAG: (Butte County Association of Governments) is the designated Regional Transportation Planning Agency for Butte County that prepares, adopts and submits a Regional Transportation program to the California Transportation Commission.

BPM: (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM).

CAPACITY ENHANCEMENTS: are new facilities projects and operational improvements, which add through lanes.

CBD: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA: (California Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project. A 1970 law, which required those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning of development activity.
b. Identify ways environmental damage can be avoided of significantly reduced mitigation.
c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when those measures are feasible and overriding consideration.

d. Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

CEQA REVIEW: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

CIP: (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating a monitoring its implementation.

CMS: (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

CMP: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

CO: (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

COG: (Council of Governments) is a voluntary consortium of local government representatives, form contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COG's can function as the RTPA's and MPO's in urbanized areas.

CONCEPT: is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

CONCEPT FACILITY: is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning ad engineering factors.

CONCEPT LOS: is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The Urban standard is "E" and the rural standard is "D".

CONGESTION: is defined by Caltrans as: reduced speeds of less than 35 mile per hour for longer that 15 minutes.

CTC: (California Transportation commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) is a part of the system planning process. The DSMP is the district's long range plan for management of transportation systems in its jurisdiction.

EPM: (Ending Post Mile) the ending point of each segment as defined by the highway post mile markers.

FREEWAY CAPACITY: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FTIP: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 – 7 years.

FUNCTIONAL CLASSIFICATION: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterial, Minor Arterial Roads, Collector Roads, Local Roads.

HCM: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HSR: (High Speed Rail) are trains that operate at 125 MPH or above.

HOT: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

IRRS: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between the states economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998, the President signed into law PL 105 178, the Transportation Equity Act for the 215 Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1990 ISTEA.

ITSP: (Interregional Transportation Strategic Plan) describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions and updated accordingly on a biennial basis.

LOCAL AND REGIONAL LOS STANDARDS: identifies the level of service standard set by local and regional jurisdictions in general plans and congestion management programs.

LOS: (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

MODEL, MODE CHOICE: Is a model used to forecast the proportion of total person trips on each of the available transportation modes.

MPO: (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an

urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

NTN: (National Truck Network)

MTP: (Metropolitan Transportation Plan)
MULTI MODAL: Pertaining to more than one mode of travel.

NATURAL DIVERSITY INFORMATION: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

NHS: (National Highway System) consist of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

OZONE: (O3) a form of oxygen with a peculiar odor suggesting that of weak chlorine. It is produced when an electrical spark is passed through air or oxygen.

PEAK: (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

PM: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PM10: is particulate matter with a diameter of 10 microns of less.

PM2.5: is particulate matter with a diameter of 2.5 microns or less.

PKm: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PSR: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

RIP: Regional Improvement Plan

RTIP: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the Flexible Congestion Relief (FCR) and Urban and commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMA's in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RT1P has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) is a comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTP's and RTIP's and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPA's can be local transportation commissions, COG's, MPO's or statutorily created agencies.

RURAL: Used to describe areas lying outside the U.S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

SACOG: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo, and Yuba counties.

SHOPP: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

SIP: State Improvement Plan

SR: (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

SRTD: (Sacramento Regional Transit District)

SRTP: (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-term operational and capital improvement plans.

STIP: (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIP and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed from a 7-year action plan to an interim 6-year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years.

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

TCR: (Transportation Concept Report) is a Route Concept Report (RCR) that analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

TOT/MVM: (Total Accidents per Million Vehicle Miles)

TRAFFIC CONDITIONS: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

TRAFFIC FORECAST: Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

TSM: (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital

transportation improvements that generally cost less and can be implemented more quickly than system development actions.

URBAN: is that area lying inside the U.S. Census urbanized boundary.

UTPS: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

V/C: (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.